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AMERICAN STEEL FOUNDRIES

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Your Guide To This Issue

Another Row

AGAIN the shipping board is rent with dissensions until one wonders whether the principle of majority government means anything in Washington. The controversy over the sale of the Pacific liners is the most sensational event in marine circles in many months. It may directly affect your business.

See Pages 175 and 177

Which Fuel

COAL and oil each have great merits as a steamship fuel. Price is always an important factor, especially for cargo ships. In this issue, an expert presents views on coal which no reader can afford to miss. This article is illustrated by charts which enable you to compare fuels for your ships at a glance.

See Page 181

Diesel Program

THE shipping board is spending public funds to convert 14 steamships to diesel drive. An interesting article deals with the present status of this work, the prices submitted for auxiliary engines, the names of successful bidders, and the list of steamships to be converted.

See Page 178

Modern Ships

WHAT American and British shipyards are doing is told by a series of short descriptions of many recently launched vessels. This article is illustrated.

See Pages 186 and 188

Bromine From Sea

AN IDLE government vessel was bought and equipped to go to sea to extract bromine from the water. The story of this unique venture is told in this issue. If successful this may be the forerunner of many other ships sent on the same romantic mission.

See Page 197

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Suppose there were no cook books

EVERY KITCHEN has a cook book. The boiled down experience of many cooks is found in its pages. Like cook books, Linde books do not talk about the ingredients, but how to put them together to produce better results. Every one of the thirteen Linde books contains essential and practical information on some phase of oxy-acetylene welding or cutting. Each is based on field experience and laboratory research.

Ship Building Companies use these Books

"Welding Small Tanks," for example, is used by one marine executive to instruct his men and as a basis for discussing welding problems with them. The Linde library makes it possible for any executive to become well informed about the oxy-acetylene process. Linde books are free to Linde users for the asking.

Check the books you want, tear out this list and mail it to the nearest District Office

- ☐ Cast Iron Welding by the Oxy-Acetylene Process
- ☐ Gas Welded Pipe Joints
- ☐ The Oxygen Lance
- ☐ Step by step in Gas Welding a Crank Case
- ☐ Step by step in Gas Welding a Cylinder Block
- ☐ Step by step in Oxwelding a Pipe Joint
- ☐ The Importance of Managerial Understanding of Welding
- ☐ The Handling, Storage and Return of Cylinders for Compressed Gases
- ☐ How Welded Joints Solved Pipe Line Troubles
- ☐ Welding Small Tanks by the Oxy-Acetylene Process
- ☐ Welding and Cutting for the Manufacture and Maintenance of Chemical Equipment
- ☐ Severing Metals by Oxidation
- ☐ The Dependability of Cast Iron Welding

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Launch Ore Carrier

A Swedish shipbuilder has launched the new diesel-engined ore carrier SVEALAND which is being built for the Bethlehem Steel Corp. It is said the new vessel will be the world's largest motor-driven cargo carrier. A sister ship, the AMERIKALAND, also is under construction in Sweden. These vessels will operate between Cruz Grande, Chile and Chesapeake bay carrying iron ore for Bethlehem's blast furnaces.

The SVEALAND and AMERIKALAND will measure 20,600 gross tons. They are 167.66 meters in length, 21.94 in width and will have a draft of 10.41 meters.

Originally planned before the war, they are now being completed at the Tirfing Wharf in Hamburg, where diesel engines are being utilized.

The SVEALAND was completed in March and the AMERIKALAND was ready to be launched about the same time. Contracts for their utilization were signed with the American steelmakers some time ago, involving a period of 20 years.

Contracts for the construction in Sweden of a new state owned icebreaker of the most modern type have also been signed this year. It is to be built by the Lindholmen company of Motala and Gothenburg, which won the award in competition with seven other Swedish shipbuilding concerns. It will have a length of 56.2 meters, a width of 17 meters and a draft of 6.3 meters and displacement of 2400 cubic meters. It will be constructed of almost exclusively Swedish materials—will burn oil and can develop under forced draft not less than 6000 horsepower. It will be ready for use early next year. The same concern is now building a 7300-ton motor-driven cargo boat for the Swedish East India Co.

John Coleman Dies

John Coleman, marine manager of the Great Lakes district, for the Babcock & Wilcox Co., manufacturers of water tube boilers, with offices in Cleveland, died April 18 at Lakewood hospital after a short illness. Mr. Coleman, who was 58 years old, had been associated with the Babcock & Wilcox Co. for about 30 years and had many friends in lake maritime circles. He was formerly an engineer on the lakes and his first command was the steamer F. E. SPINNER.

Mr. Coleman was located in New York for a number of years, but for the last four years he made Cleveland his headquarters. His wife, two sons and two daughters survive. His loss will be greatly felt by his associates and by his many friends, who appreciated his ability and his lovable character.

Pacific Mail Strongly Protests Sale

In the controversy which is now raging between the two bidders for the five government-owned ships operated in the transpacific trade the shipping board itself has been split into two opposing camps. A complete review of the arguments before the supreme court of the District of Columbia on vacating or making permanent the temporary injunction obtained by the Pacific Mail restraining the execution of the sale to the Dollar interests, appears elsewhere in this issue. The general position of the Pacific Mail Steamship Co. is presented by Gale H. Carter, its president, who said in part:

"The Dollar bid is no more a cash or all cash bid than was its purchase from the board in 1923 of seven 502 foot "President" vessels on which it has not yet paid a cent except the 2½ per cent all bidders are obliged to deposit with their offer. The Dollar interests at that time gave the government a letter of credit for one-fourth of the purchase price payable in two years after final delivery of the ships and not due until early next year with interest at 4¼ per cent.

"The Dollar bid for the five 535's in the transpacific trade also gives the bidders the option of making the first payment of one third of the price by means of a letter of credit payable May 1, 1927. After this first payment is made two years after delivery of the ships the Dollars will have 10 years more in which to pay the balance, the government's only security being notes covered by a mortgage on the ships. The government will have no claim on the earnings made by the Dollars on the ships.

"The Pacific Mail will pay to the shipping board $1,250,000 cash on the nail the instant the ships are delivered to it and will pay the balance in bonds due in 15 years. The bonds will be secured by a mortgage on the ships and further by a lien on all the earnings in excess of interest on capital which will be limited to the value of the ships, and which earnings are to be paid into a building fund for construction of new naval auxiliary ships to replace the present ships as they inevitably wear out and become obsolete.

"The Pacific Mail bid is more of a cash bid than the Dollar offer and the bonds offered in payment by Pacific Mail are better secured than the deferred payment under the Dollar bid, to say nothing of the Pacific Mail guaranteeing a minimum of 10 years maintained service and as much longer as the shipping board deems necessary in America's most strategic trade route as against a maximum of five years offered by the Dollar interests."

In specific reference to the answer filed by the shipping board in the supreme court of the District of Columbia on April 17, Mr. Carter also said in part as follows:

"The answer cannot truly be considered the answer of the entire shipping board but only of the four members out of seven who voted for the sale. Practically every vital statement in the answer has already been contradicted in the public statements of the three members of the board who voted against and denounced the sale as violating every principle of the merchant marine act.

"This is particularly true of the statement that the Pacific Mail's operation of the ships have shown a heavy loss to the government. The minority members of the board unitedly opposed the sale on the grounds that it was not necessary to sacrifice ships that were showing a substantial profit and they set forth what that profit was. The only way the accounts can be tortured into showing such a heavy loss is to adopt a basis of calculation never used by the board in its own operations. Even on this basis no other passenger line can make a showing anywhere near as profitable as the Pacific Mail since it began to operate these government ships. The Pacific Mail would not have bid $1,125,000 more than the Dollar bid if the service were not profitable. The Dollar interest would not be so eager to capture the Pacific Mail business were these ships showing a loss.

"It is true the Pacific Mail in 1915, when controlled by the Southern Pacific railroad, sold certain transpacific ships to the Atlantic Transport Co., an American corporation. With the subsequent sale of two of these ships to the Japanese the Pacific Mail had nothing to do."

"The Pacific Mail is controlled by purely American interests. The International Mercantile Marine owns no stock and has no voice in its affairs."

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Diesel Conversion Moves On

Main Engines Are in Process of Building—Awards Expected Soon for Auxiliary Engines—Selection Has Been Made of 14 Vessels for Conversion

UNDER the authority of congress the shipping board is allowed to expend a sum not to exceed $25,000,000 for the dieselization of existing government merchant steam vessels. It was roughly estimated that this sum would be sufficient to convert 50 vessels. In the judgment of the members of the shipping board it was not thought advisable to proceed at once with so large a program. The Emergency Fleet Corp., was therefore finally instructed to proceed with the conversion of 14 vessels; this number it was thought being sufficient to give a try out to a broad variety of American built diesel engines.

So, early in the fall of 1924, Capt. R. D. Gatewood, manager of the department of maintenance and repair of the Fleet corporation proceeded to execute this order using his own methods, within the limits of his authority. The plan followed in general called for the preparation by the Fleet corporation engineers of specifications covering the various main items of work involved. For instance, instead of picking out the specific ships that were to be converted and asking all the qualified ship yards of the country to make a complete bid on the entire conversion job it was considered advisable in order to give all qualified engine builders a chance to offer bids on their own engines, and for more definite control on the part of the Fleet corporation over specifications and types selected, for the Fleet corporation to prepare and issue specifications and request bids on each main feature. Now the first main feature in a diesel conversion job is of course the main diesel engine. Elaborate specifications, instructions, and requests for bids were therefore issued for the main engines, last year. Many and varied bids were received from about all the engine builders in the United States. After the bids had been thoroughly digested and after numerous conferences the awards for the construction of 18 diesel engines were finally placed in December, 1924. A very thorough analysis of the proposals made by the various engine builders will be found in the MARINE REVIEW for December, 1924.

Following the plan being carried out by Captain Gatewood, bids according to specifications were requested on the auxiliary engines in sets of three and two for each ship. These bids were opened in New York, March 6, 1925. Ten engine builders submitted many separate proposals so that even a simple resume of the bids made is very lengthy, cumbersome and complicated. The accompanying table is an abbreviated resume of

Vessels Selected for Diesel Conversion

Name	Dead weight Tons	Builder	Location
Yomachichi	9400	Oscar Daniels Shipbuilding Co.	Lay up at Norfolk
Wilscox	9400	Oscar Daniels Shipbuilding Co.	Lay " " Mobile
Tampa	9400	Oscar Daniels Shipbuilding Co.	Lay " " Norfolk
Seminole	9400	Oscar Daniels Shipbuilding Co.	Lay " " New York
Unicoi	9400	Oscar Daniels Shipbuilding Co.	Lay " " Norfolk
Sawolka	9400	Oscar Daniels Shipbuilding Co.	Lay " " Norfolk
City of Rayville	9400	Oscar Daniels Shipbuilding Co.	Lay " " Norfolk
City of Dalhart	9400	Oscar Daniels Shipbuilding Co.	Lay " " Norfolk
Crown City	8800	Los Angeles Shipbuilding Co.	Lay " " New York
West Honaker	8800	Los Angeles Shipbuilding Co.	Lay " " Norfolk
West Cusseta	8800	Los Angeles Shipbuilding Co.	Lay " " Norfolk
West Harta	8625	Columbia River Shipbuilding Company	Lay " " San Francisco
West Hartland	8624	Columbia River Shipbuilding Company	Lay " " Seattle
West Grama	8371	Los Angeles Shipbuilding Co.	Lay " " New York

Summary of Auxiliary Engine Proposals

	Combined in Sets of Three Engines Per Vessel						In Sets of Two Engines Per Vessel			
BIDDERS NAME	Bethlehem S. B. Corp.	Busch-sulzer Bros. Diesel Eng. Co.	C. & G. Cooper Co.	New London S. & E. Co.	Pacific Diesel Eng. Co.	Worthington P. & M. Corp.	Wm. Cramp & Sons S. & E. B. Co.	Fulton Iron Wks. Co.	Lombard Governor Co.	Pacific Diesel Eng. Co.
Proposal numbers	2 & 5	2 & 5	2 & 5	2 & 5	2 & 5	2C & 5C	3	3	3	3
Type	2 Cycle	4 Cycle	4 Cycle	4 Cycle	4 Cycle	2 Cycle	4 Cycle	4 Cycle	4 Cycle	4 Cycle
Injection	Solid	Air	Solid	Solid	Air	Solid	Air	Air	Air	Air
Revolutions per minute	250	275	250	250	280	275	300	245	240	250
Cylinder diameter—Inches	11½	11¾	11½	12	11⅛	10½	12⅛	14	14	13⅝
Stroke—Inches	18	16¾	17	18	15½	15	13¾	19½	20	19⅛
Number of cylinders	3	3	3	3	3	3	2	2	2	2
Fuel consp.-lbs. per B.H.P. per hr.	.50	.455	.43	.43	.46	.475	.45	.48	.438	.46
Total displacement—cu. ft.	3.246	3.153	3.066	3.534	2.883	2.255	2.052	3.474	3.563	3.112
Overall length of engine	16' 9"	16' 1"		13' 10¾"	15' 1"	14' 2"		16' 0"	16' 4¼"	13' 11"
Overall height of engine	9' 8"	10' 0"		9' 2¾"	8' 10"	7' 9"		11' 6"	11' 9¾"	9' 8"
Total weight—lbs. per vessel	111,080	149,000		112,850	142,150	119,100	78,000	218,000	108,000	85,350
Weight per B.H.P.—lbs.	247	432		289	439	345	390	948	450	395
Delivery—1st vessel	30 weeks	10 months	270 days	7 months	4 months	7½ months	10 months	16 weeks	7 months	4 months
Delivery—succeeding vessels	6 weeks later each vessel	1 month later each vessel	30 days later each vessel	last set during eighth month	20 days later each vessel	4 weeks later each vessel	3 weeks later each vessel	3 weeks-2nd 2 wk. - 3rd.	30 days later each vessel	1 month later each vessel
Total price without spares or tools 1 vessel	$43,025	$58,320	$56,350	$42,966	$39,625	$38,110	$45,000	$40,650	$41,430	$19,975
Total price without spares or tools 2 vessels	$86,050	$116,640	$112,700	$85,932	$78,700	$76,220	$90,000	$81,300	$79,510	$39,675
Total price without spares or tools 3 vessels	$129,075	$174,960	$169,050	$128,898	$117,375	$114,330	$135,000	$121,950	$117,590	$59,375
Total price without spares or tools 4 vessels	$172,100	$233,280	$225,400	$171,864	$156,850	$152,440	——	——	——	——
Price for spares as per A.B. of S. per vessel	$275	$800	$1500	$955	$850	$450	Above prices include Spares & Tools	$1400	$862	$850
Price for additional spares per vessel	$570	$1300	$2300	$1562	$1600	$1135		$2150	$1785	$1600
Price for tools per vessel	$50	$200	$150	$200	$75	$50		$210	$300	$75
Price of services for engineer per day	$15	$15	$15	$15	$15	$15	$15	$16	$15	$15

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those proposals that are of more general interest for groups of three and two engines per ship. In each case the proposal involving the lowest monetary bid was retained. Though not complete, the table gives quite thoroughly the characteristics and sizes of engines and the prices bid.

Awards have now been made for the auxiliary diesel engines to three companies as follows: To Worthington Pump & Machinery Corp., New York, four engines under proposal No. 2-A, bid No. 1, for $48,813; two engines and compressors under proposal No. 4, bid No. 1, for $35,566 and two sets of spares and tool for $4450, a total of $88,830; to Pacific Diesel Engine Co., Oakland, Calif., 22 engines under proposal No. 4 for $257,125 and eight sets of spares and tools for $20,200, a total of $277,325; and to an eastern builder, nine engines under proposal No. 3 for $133,742 and four sets of spares and tools for $10,412, a total of $144,154. This makes a total award of 37 engines for 14 ships.

Bids were also received by the Fleet corporation on April 15, for generators to go with the auxiliary engines. Tenders were received from the Crocker-Wheeler Co., Diehl Mfg. Co., Electro Dynamic Co., General Electric Co., Ridgway Dynamo & Engine Co., and Westinghouse Electric & Mfg. Co. The prices for the four different items, ranging from thirty-one 75 kilowatt, 240-volt direct-current, 265 revolutions per minute, to two 75 kilowatt 240-volt direct current 200-225 revolutions per minute, generators, varied from $1403 each to $3850 each.

The specific ships to be dieselized, 14 shipping board cargo vessels, have been selected for conversion. These are listed in an accompanying table giving their name, deadweight, builder and present location where they are laid up.

Following the procedure laid down, bids remain to be obtained on all manner of deck and engine room auxiliaries, pumps, winches, windlasses and steering gears or the conversion of existing machinery to electric drive.

Before the main engines, auxiliary engines and other items are ready for delivery bids must be obtained from shipyards and repair yards on the work of gutting the ships selected, and on the installation of the new machinery and equipment and the complete reconditioning to a finished job.

If and when this job is done and these ships sail out proudly for their trial trips, a merchant armada the like of which has never before been seen, nothing has been forgotten, congratulations will certainly be due the management of the department of repair and maintenance of the Fleet corporation.

Sincerity Thou Art a Jewel

SEVERAL rather significant things have come to the surface in the two-sided squabble in the shipping board over the sale of the five President vessels of the Fleet corporation to R. Stanley Dollar and associates, and the rejection of the Pacific Mail bid. The most ordinary family dispute may be expected to bring out some striking characteristics. Perhaps not the most admirable ones, but characteristics at any rate.

The shipping board controversy turns a spotlight on the real sincerity of some individuals in the shipping board organization and Fleet corporation toward their publicly-professed policy of helping to get the government out of its wasteful occupation as a ship operator, contrasted with their real intent when it comes to a showdown. Minority members, who vigorously opposed the only actual step that has been taken in years to liquidate at least a part of the costly experiment of the government in running ships, in public statements in the past affirmed their most earnest intentions of working toward such a policy. But were they sincere? Those who have been watching the attacks on the Dollar bid cannot help asking such a question. No doubt the opponents of the sale may have been actuated by the most worthy of motives in declaring the Pacific Mail bid the more nearly in harmony with the policy of getting the ships into private hands. But it is no less worthy of note also that the speedy outright disposal of the vessels at a good price might have the effect of more quickly winding up the affairs of the shipping board and putting an end to some high-priced office holding.

Trouble and government operation of shipping are inseparable. One deplorable feature of the recent row in the shipping board is the possibility that the opposition to the sale may throw a scare into the shipping board over any policy that might have been evolved for disposing of the white elephant fleet as expeditiously as possible. Whether some sort of definite policy of getting rid of ships and trade routes may be set forth for the future, or whether a majority in the board may fight shy hereafter of criticism that might be leveled at the sale of ships at lower than their original cost to the government is a question.

Outstanding among the vital needs of the country no doubt is the need for a "ship-minded" public conscience. The country is not "ship-minded" because it knows little or nothing about the shipping business. No one in congress knows all about shipping, which is natural considering the fact that congress itself comes from the people. A broad and sensible merchant marine which will compel action cannot be expected from congress.

It has been suggested that a conference of "big minds," composed say of the President and the most outstanding public men, might engage in a study resulting in a shipping policy that would win the hearty support of the country. But this, of course, is impracticable. As a substitute, it is suggested that a committee of perhaps 100 men of such character as would command public confidence meet to evolve a sane shipping policy from the present entanglement. To this end, the United States chamber of commerce is planning a general conference of public-spirited men to work out the preliminaries of a merchant marine policy to select just such a committee. Undoubtedly this conference will be called within a comparatively short time.

The first actual step in the preliminaries was taken at the recent meeting of representatives of manufacturing, exporting, insurance, shipping and other activities held in New York, which was called by Richard F. Grant, head of the United States chamber of commerce. Secretary of Commerce Hoover and a number of other men of prominence attended. It was declared the sense of the meeting that despite "all the millions, in fact billions, expended on it (the merchant marine) by the government during the past eight years it seems today not much closer to definite establishment on a sound and permanent basis than it was before the war, when, as a matter of fact, practically all the general ocean carrying trade, other than in coastwise shipping, was in foreign hands."

Consideration of the plan to cut down the tremendous expense of the shipping board to the taxpayers by putting the board under the department of commerce to be administered by a merchant marine division has been given much support in the past few weeks. At any rate a definite policy is needed to begin with.

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Matson Line Increases Fleet to 16 Vessels

If the freighters MOUNT CLINTON and MOUNT CARROLL are purchased from the United American Lines, the Matson Line will have a fleet of 16 ships, not including the new express passenger liner MALOLO, which will be ready in 1927.

The company's fleet has increased from eight to 14 vessels in the last four years and its recent purchase of the seagoing tug MOOSITAUKA, which has been renamed the MAOI, was made in preparation for the anticipated increase in Hawaii's pineapple pack, which will make necessary the transportation by water of fresh pineapples from new plantations on the islands of Maui, Molokai and Lanai to the canneries in Honolulu.

The pack is now almost 7,000,000 cases annually and should increase to 8,000,000 or 9,000,000 within the next year and a half.

The Welland canal opened for traffic for the 1925 season April 15.

George A. Bomm Made General Manager of C. & B. Transit Co.

At a board of directors meeting of the Cleveland and Buffalo Transit Co., held early in the year M. A. Bradley was elected chairman of the board, and T. F. Newman, general manager of the company since its organization in 1893, was promoted to the presidency. George A. Bomm, for many years general agent of the company at Buffalo, New York, was made general manager.

Mr. Boom has been in the employ of the company for 33 years, coming into its service immediately upon leaving school He is well known as an indefatigable worker and for his genial disposition.

About May 1, Mr. Bomm will move his family to Cleveland and establish his home here.

GEORGE A. BOMM

M. C. Furstenau, consulting marine engineer and naval architect, has removed to a new office, room 314, the Mariner & Merchants building, Third and Chestnut streets, Philadelphia.

Sales—New Orders

President Palmer of the Emergency Fleet corporation announced the following sales of vessel tonnage:

BETHELRIDGE, steel tanker, 7000 deadweight tons, 7366 gross tons, for $293,000 to Clifford D. Mallory, New York.

MISCO, cylindrical tanker, 5600 deadweight tons, ... gross tons, for $45,820 to Walker & Daly, New York.

The Lake Fielding, a cargo ship of 4000 deadweight tons, has been sold by the shipping board to Kwong Hang Hing, Hongkong, China, for $54,801.

The construction of three lake bulk freighters of large size is being bid upon by the shipbuilders of the Great Lakes. Two of the pending boats are for the Pittsburgh Steamship Co. The third vessel is for the Morris Paper Mill Co., Chicago, and will, of course, be of somewhat different design to fit her particularly for her special trade.

The Standard Construction Co. is in the market for the building of two tug boats requiring a total of 350 tons of steel.

The office of the chief of engineers, United States army, Washington, has issued plans and specifications calling for bids for the construction of one seagoing hopper dredge of the following approximate dimensions: Length overall, 200 feet; breadth, 41 feet; depth, 19 feet, 6 inches. Bids will be opened at 11:00 a.m., May 11, 1925. Further information can be obtained by applying to the office of the chief of engineers, United States army, Room 2805 Munitions building, Washington.

The Reading Co. has placed an order with the New York Shipbuilding Corp. for six car floats. Four of the boats will have capacity for eight cars and two will have capacity for 10 cars each. The six car floats involve 3500 tons of steel, the steel to be furnished by Steel Corporation.

Davis-Turner & Co., freight forwarders and customs brokers, have moved their offices from 30 India street to 261 Franklin street, Boston.

W. L. Peebles Made Sales Manager of Marine Decking Co.

W. L. Peebles recently appointed sales manager of the Marine Decking & Supply Co., Philadelphia has been with the company since 1920 and was formerly in charge of the New York office. The company has undergone a change in management since the first of the year and its affairs are now under the direct control of Wm. M. Dobson with a capable corps of assistants.

W. L. PEEBLES

The company is doing a larger volume of work than ever before in its history. This additional volume of work made it necessary to greatly enlarge the plant facilities, which have been entirely completed.

Erroneous reports seem to have been circulated to the effect that the Marine Decking & Supply Co. is no longer in business. Such reports are without foundation in fact and the company wishes the trade in general to know that it is in a position to give them greatly increased efficiency and even better work than has been delivered in the past.

The National Malleable and Steel Castings Co., manufacturers of Naco anchor chain cable, railroad specialties and automobile castings, with main offices, Cleveland, announce a change in address for their branch sales office in Chicago. After April 1, 1925, this office will be located at 501 Railway Exchange, instead of 311 Railway Exchange as formerly.

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Does It Pay To Burn Coal Now?

Great Difference in Cost of Fuels May Overcome Other Advantages—It Is Important To Make a Careful Analysis and To Weigh All Factors Concerned

BY J. S. BURROWS

Fuel Expert, Castner Curran & Bullitt, Inc.

THE advantages claimed for oil as a steamship fuel are so firmly implanted and its special suitability for marine service so apparent, that the question of converting oil burners to coal, because of its cheapness, is one that may not receive the attention which it deserves.

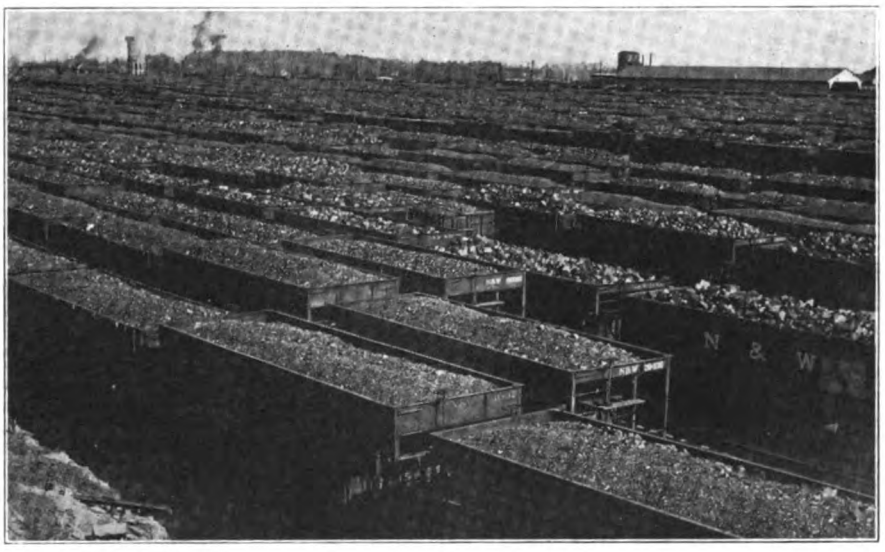
Oil fuel has several distinct advantages; in convenience of fueling, stowage in waste space, steaming radius per unit of weight and bulk, saving in fireroom force, cleanliness, and, under best conditions, high efficiency in combustion. At the present cost of oil, however, a premium may be paid for these advantages which on many ships may be out of all proportions to their necessity. With the existing competition in shipping, the lowest cost at which the propeller can be made to turn up the rated revolutions should be the prime measure of engine room efficiency. While the price of fuel oil has been steadily advancing the price of coal has been gradually declining until now in many cases with all the proper factors considered coal is the cheapest fuel available for steaming purposes. If we take oil at $1.85 per barrel and an average grade of bunker coal at $5.00 per ton, both on board in bunkers, and we consider that 4½ barrels of oil is equal in steaming to one ton of coal, the margin of difference is about 70 per cent or more than three dollars per ton in favor of coal and at current quotations this margin is even greater.

Many of the large and important steam plants on shore have already taken advantage of this situation with great savings in power cost. Several of the electric light and street railway companies which have been using oil since the war, have made substantial investments in mechanical coal stoking machinery as a result of their painstaking surveys of the future of oil as a fuel; their final action indicating more plainly than any report, a conclusion of stability for coal and uncertainty as to the future of fuel oil.

Oil For Fuel Will Cost More

In fact the basic trend of oil is towards better and more profitable uses than as a fuel and while, on the one hand we are told of the rapidly diminishing supplies of oil, on the other we hear of new methods of refining the poorer oils that were heretofore considered only fit for fuel purposes. As progress is made in oil refining the users of fuel oil must inevitably compete as buyers with the automobile industry, manufactures of lubricants and all the other users of the products of crude oil so that the cost of converting a set of boilers from oil to coal is justified by the future outlook if the change is warranted by a lower operating cost.

There are ships operating on oil today on which a greater profit per cubic foot of the required bunker space can be shown than if this space were utilized for revenue freight. Where oil is stowed as usual in space not available for cargo, the essence of the problem is the revenue value of the cargo space and increased dead-weight which must be given up for bunkers in using coal. Consequently, each ship presents a different problem to be worked out separately. From the standpoint of comparative engine room cost on a basis of 4.33 to 4.75 barrels of oil per ton of coal of various grades at current prices; with due allowance for 10 per cent difference in efficiency, cost of increased fireroom force, including additional galley help and subsistence; there will usually be found a decided saving in favor of coal. To ascertain the net advantage however the revenue value of the additional space required for bunkers in using coal must be deducted from the saving indicated in the engine room cost and it is here that it will appear whether the change will be worth while or not. For example—A ship is engaged to carry three cargoes aggregating 36,600 tons per month on an eighty cent freight. Fuel oil costs her $1.75 per barrel, best steaming coal can be had at $4.50 a ton. The final comparison of cost of the two fuels figured out, per ton of freight carried per month, will come out as follows:



COAL AT NORFOLK, VA., READY FOR SHIPMENT

		Fuel cost per ton of freight per month
Fuel oil at $1.75 per bbl.		$.1790
Coal at $4.50 per ton	$.0977	
Cost of additional firemen, messmen with subsistence for same, add to coal	.0067	
Coal—total engine room cost...		.1044
Saving in engine room over oil		$.0746
Less loss of revenue at $.80 per ton D. W. due to additional buker space required for coal		$.0157
Net saving with coal.....		$.0589

On 36,600 tons of revenue freight, this makes a total saving of $2155.74 per month.

The accompanying charts have been drawn to facilitate the work of making such comparisons as the above.

The chart on page 182 shows from 1000 to 7000 barrels of fuel oil compared with the deadweight of the same and

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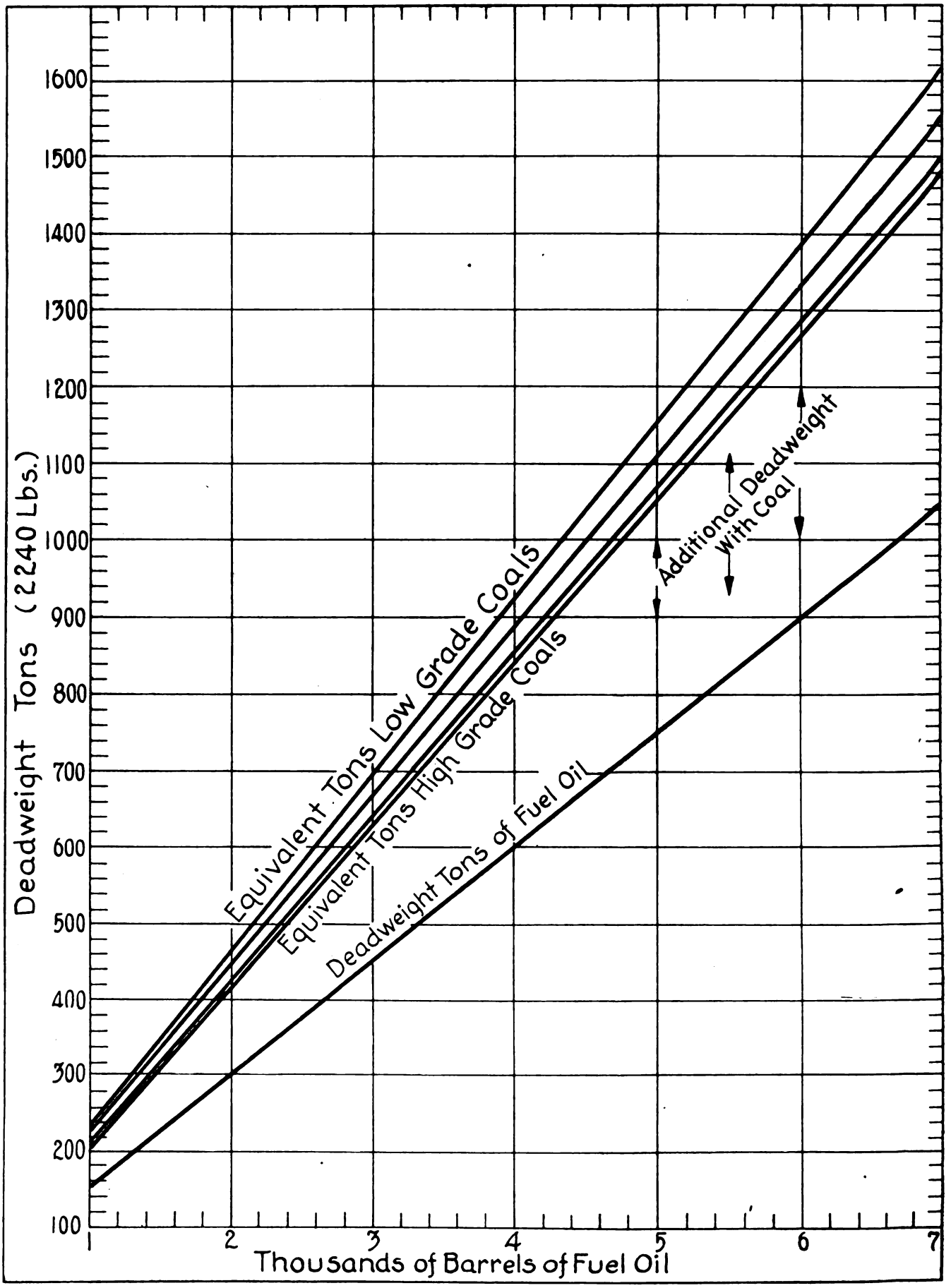

TONS OF BUNKER COAL EQUIVALENT TO A KNOWN AMOUNT OF FUEL OIL, SHOWING ADDITIONAL DEADWEIGHT REQUIRED FOR COAL

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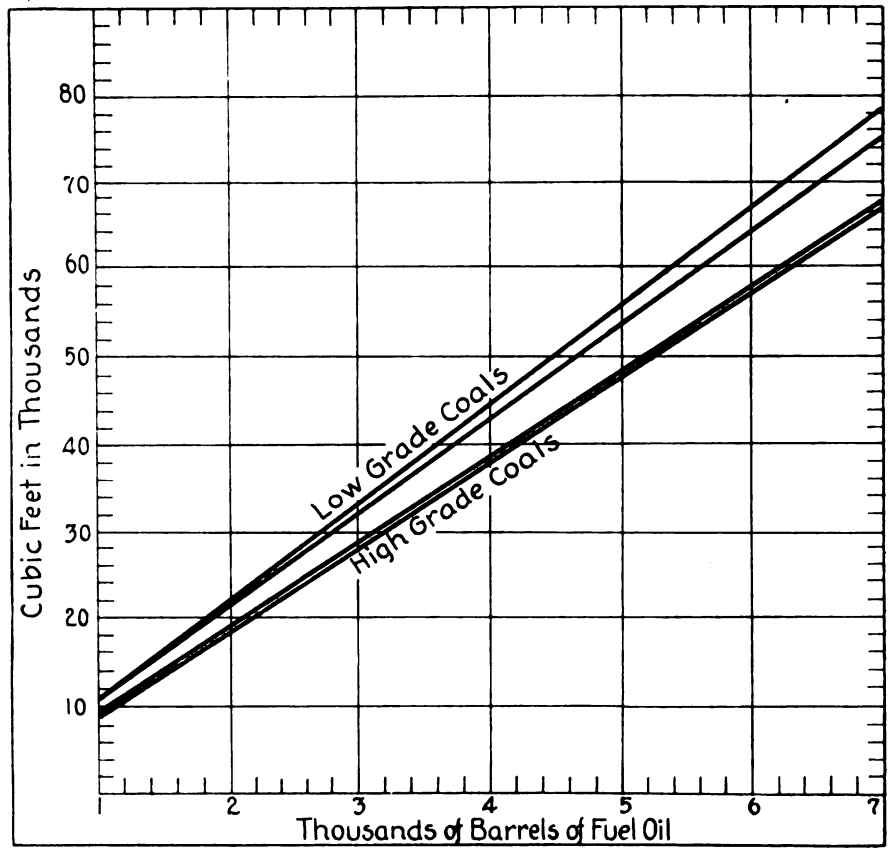
with four grades of the equivalent amount of coal, from the highest grade of United States navy standard coal to the poorer grades obtainable at United States Atlantic and Gulf ports. While the curves shown were actually plotted for only four coals, the range or space between the highest and lowest grade coals represented on the chart, embrace practically all of the coals that are likely to be offered at the ports mentioned or, at ports supplied with coals from the eastern part of the United States. In the absence of any data as to the character and quality of available coals the four curves may be considered together as a broad band, or the middle line taken as an average, for purposes of calculation.

In plotting the curves on the chart, oil was given a value of 18,250 b.t.u. per pound. The highest grade coal 14,250 b.t.u. with the other coals at 14,000 b.t.u., 13,500 b.t.u. and 13,000 b.t.u. respectively, from the highest to the lowest grades. The two higher grade coals are known to stow in 45 cubic feet to the ton and the lower grade coals in 48 cubic feet, which is the customary experience with these eastern United States coals. Ten per cent less efficiency in firing coal was allowed and all of these factors worked out to a basis of 4.74 barrels and 4.66 barrels of oil per ton of coal for the two higher grades and 4.49 barrels and 4.33 barrels per ton for the two lower grade coals.

To make use of the chart on page 182; knowing the number of barrels of oil required for a given ship and voyage, say 5000, read up the five thousand line vertically to its intersection with the curve representing the kind of coal available, say high grade navy standard, then from this intersection with the curve, follow the horizontal line to the left and read off the number of tons of coal equivalent to that amount of oil, in this case 1050 tons. Then going back to the same vertical, or oil line, follow it down to intersection with oil curve, where the intersecting horizontal line will show, at the left the deadweight tons equivalent to the number of barrels of oil. In this example 5,000 barrels is found to weigh 750 tons. The difference, or loss in freight capacity on a deadweight basis, is therefore 1050 tons minus 750 or 300 tons which, when multiplied by the rate of freight, shows any loss in revenue to be charged to coal. This chart is to be used where the full deadweight capacity is utilized.



CUBIC FEET OF BUNKER SPACE NECESSARY TO STOW THE AMOUNT OF COAL EQUIVALENT TO A KNOWN AMOUNT OF FUEL OIL—HIGH GRADE COALS STOW 45 CUBIC FEET PER TON—LOW GRADE COALS STOW 48 CUBIC FEET PER TON

In trades where the full deadweight capacity is not used and cargo is measured by the cubic foot the problem is somewhat altered. To cover this, the chart on page 183 has been prepared showing the number of cubic feet of bunker space required to stow the same four grades of coal represented on the large chart which would be equivalent to a given number of barrels of oil. This chart is used in the same manner as the other chart except that no curve has been plotted for oil, since it is assumed, that this would be stored in the double bottoms or tanks. As an illustration of the use of the chart, on page 183 it will be found that 5000 barrels of oil are equivalent to 47,000 cubic feet of bunker coal of the highest grade shown or 56,000 cubic feet of the poorest grade shown. In other words, that much space must be deducted from cargo, to make room for bunker coal and unless this is dead space not being utilized for revenue freight, its value to be charged in with the operating cost on coal in making a proper comparison with oil.

Ship Owners Urge New Deal in Laws

AFTER a long period of careful study by informed and conscientious members, serving as a committee on the revision of the United States navigation laws, the American Steamship Owners association early in April issued a report of its findings.

This committee recommended first, as of fundamental importance, that all existing laws concerning the design, construction and operation of vessels should be repealed, and that the department of commerce be authorized to prepare an entirely new set of laws and regulations. Included in this would be the admeasurement of vessels and the construction and inspection of hulls, boilers, machinery and equipment. These are matters of techincal nature, and the existing statutes are now antiquated and unsatisfactory. It would have the present rules remain in effect until the new code has been completed.

Another subject of a technical character, not at present incorporated in law, is that of a loadline, recommended that the enactment of legislation authorizing the establishment of a load line and that the conditions affecting this procedure should be determined by regulations to

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be made and promulgated by the department of commerce. These regulations, the committee said, should be such as to place vessels of the United States at no disadvantage in competition with other nations, and should be subject to complete, uniform, international agreement.

Other recommendations, summarized, were as follows:

"The requirement that 65 per cent of the deck crew be certificated able seamen should be repealed.

"The language test should be repealed so far as it applies to vessels of the United States in the competitive foreign trade.

"The requirement as to certified lifeboat men should be modified to conform with the requirements of the international conference on safety of life at sea.

"The provision of the act in reference to the frequent payment of wages to seamen should be modified so that payments to the men during the voyage may be made at the discretion of the master. The present provision of the law has been greatly conducive to desertion, delays (particularly at outports) and general loss of efficiency.

"Though not included in the navigation laws and rules, we would strongly recommend that the provision of the present tariff act which requires that duty be paid on repairs made to or equipment procured for vessels when such repairs or equipment are made or procured abroad, should not be effective until some adequate form of national aid or protection is given to American vessels in the foreign trade.

"The laws relating to the discharge of merchant seamen should be amended, requiring the use of continuous discharge books."

The special committee which rendered the report consisted of: Capt. E. E. O'Donnell, chairman, vice president of of C. H. Sprague & Son; Capt. Asa F. Davison, general manager of the marine department of the United Fruit Co., now vice president of the United States Fleet Corp.; Robert F. Hand, assistant manager of the marine department of the Standard Oil Co., of New Jersey; A. S. Hebble, superintending engineer of the Southern Pacific Co.; A. J. McCarthy, manager of the American flag steamers of the International Mercantile Marine Co., and J. D. Tomlinson, vice president of the American-Hawaiian Steamship Co. The work of this committee is constructive.

World Shipbuilding Is Slowing Up

ACCORDING to a statement recently issued by Lloyd's Register of shipping, the volume of world shipbuilding orders for the quarter ended March 31, 1925 is less than at the end of 1924, and near the low mark of 1923, although increases in tonnage contracted for are shown by the United States, Germany and Danzig, Italy and Japan.

A marked continuation of the growth in motorship building is noted. Whereas, a year ago 28 per cent of the world's shipping under construction was composed of vessels equipped with internal combustion engines, and at the end of the year the figure had advanced to 37 per cent, a new peak of 42 per cent is shown by the returns for the quarter just ended. The growth has been greatest in the smaller shipbuilding countries, for while the proportion of Great Britain's and Ireland's total work representing motor vessels has increased from 22 to 30 per cent in the past year, that for the other maritime countries has grown from 35 per cent to 54 per cent in the same period. In other words, while less than a third of the total British output is now motor tonnage, the other nations combined are building more motor tonnage than steamer and sailing ships put together. The following table shows the comparison of gross tonnage with internal combustion engines on order during the last quarter and the similar quarter a year ago:

	Mar. 31, 1925	Mar. 31, 1924
Britain and Ireland .	359,920	325,190
Other countries	661,711	369,522
World total	1,021,631	694,712

How shipbuilding decreased during the last quarter, in comparison with the previous one is shown by the following table in gross tons:

	Mar. 31, 1925	Dec. 31, 1924
United States	81,728	58,174
Britain and Ireland .	1,165,468	1,173,465
Other countries ...	1,149,714	1,238,797
World total	2,396,910	2,470,436

The British figures include 74,000 tons of orders on which work has been suspended.

A somewhat disturbing factor is to be found in the fact that launchings during the quarter just ended were over 200,000 gross tons more than the new work begun, while in the previous quarter the excess of work being pushed toward completion was only 60,000 tons more than the replacements. The British yards suffered more sharply during the past quarter, for replacements there aggregated 140,000 gross tons less than launchings, while for the other countries, the launchings were only about 70,000 tons greater than the new work begun, as the following table covering the last quarter shows in gross tons:

	New work	Launchings
Britain and Ireland	198,152	338,790
Other countries ...	196,818	267,431
World total	394,970	606,221

Some increase is to be noted in the construction of tankers which, as shown by the returns for the last quarter represent a gain of about 40,000 gross tons over the previous quarter, as follows:

	Mar. 31, 1925	Mar. 31, 1924
Britain and Ireland.	122,128	101,510
Other countries ...	230,015	207,760
World total	352,143	309,270

While the amount of tonnage, generally, in hand, has changed little in the past quarter, a comparison between the work now and a year ago furnishes a number of changes in shipbuilding rank, which may be tabulated in gross tonnage building in the chief maritime countries at the two periods as follows:

	Mar. 31, 1925	Mar. 31, 1924
Britain and Ireland .	1,165,468	1,473,629
Germany and Danzig.	420,860	299,021
France	187,437	111,610
Italy	164,023	130,743
Holland	119,908	106,505
United States	81,728	119,767
Japan	41,755	72,655
British Dominions ..	28,378	27,790

Denmark, which was not given in the 1924 returns, now has 83,794 gross tons of shipping contracted for, and therefore, ranks higher than the United States, Japan, or the British Dominions.

It is to be noted, says Lloyd's, that the present total of orders is almost down to the record low mark in shipbuilding, since the war, reached in the quarter ending Sept. 30, 1923, when the world total was 2,377,000 gross tons while for Mar. 31, 1925 it is 2,396,000 gross tons. Even without the 74,000 tons on which work has been suspended, Great Britain and Ireland are now more than 100,000 gross tons below the low water mark of Sept. 30, 1923. The United States is also below the then low, but the other countries combined show a gain over the 1923 figure of more than 100,000 tons.

On April 15, in the presence of a large and distinguished gathering at the old Franklin Institute the Elliott Cresson gold medal, one of the highest honors conferred by the institute, was presented to Francis Hodgkinson, chief engineer of the South Philadelphia works of the Westinghouse Electric & Mfg. Co. The award was made for his achievements in the field of steam turbine design and construction during the past 31 years.

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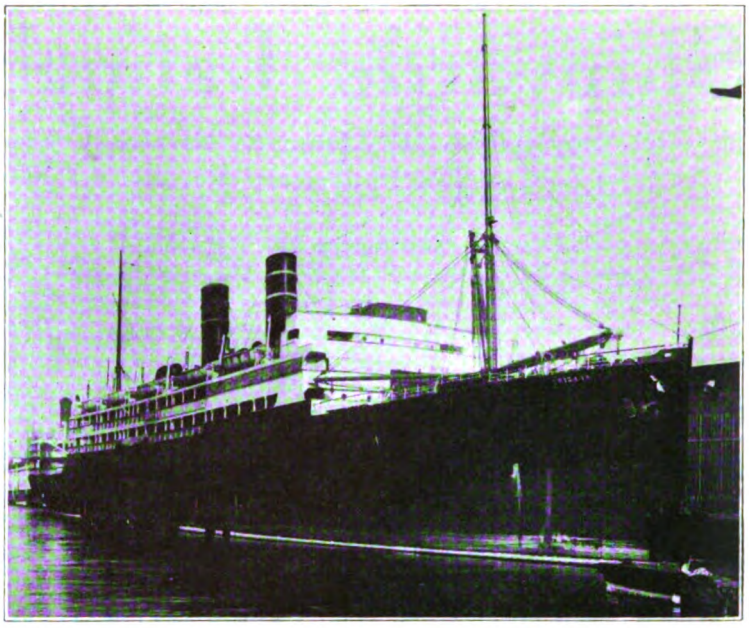
Ward Liners *Are Being* Reconditioned

Famous War Transports Under Heavy Repairs

S.S. Orizaba First S.S. Siboney to Follow



WARD LINER ORIZABA AT MORSE DRY DOCK & REPAIR CO., FOR EXTENSIVE RECONDITIONING

ONE of the largest of all repair contracts of the year, was recently awarded to the Morse Dry Dock & Repair Co., Brooklyn, N. Y., for the reconditioning of the steamship ORIZABA and the steamship SIBONEY. The total contract will amount to over $400,000. These vessels were originally built by the Wm. Cramp & Sons Ship & Engine Building Co., Philadelphia, in 1917, for the New York and Cuba Mail Steamship Co., as first-class passenger and freight steamers for the Cuban and Mexican trade. The reconditioning is being done under the supervision of Theodore Ferris of New York, who was also responsible for the original design when these vessels were built.

On the entrance of this country into the war with Germany, the two sister ships made enviable records for themselves, carrying thousands of troops across and back again safely.

The vessels have an overall length of 443 feet 3 inches. Length between perpendiculars, 424 feet 6 inches and Lloyd's length 425 feet, breadth molded 60 feet; depth molded to shelter deck 35 feet. They are built on the tranverse system of framing and are of the shelter deck type with forecastle and long bridge. At her trial the ORIZABA made a speed exceeding 17 knots on a displacement of 11,300 tons. Both vessels are fitted with Parsons steam turbines, and are equipped with eight single-ended Scotch boilers having a working pressure of 190 pounds. The boilers are oil fired using the Dahl-Bethlehem system.

The main object of the present reconditioning is to complete the vessels practically according to the originally designed arrangement, and adding improvements brought out since the vessels were built. The essential features of the work include a new dining saloon, a mezzanine deck, grand staircase, lounges, card room, 48 new staterooms, third-class quarters, and changes to crew's quarters.

The splendid new dining room will be surmounted by a mezzanine deck with a large open well space to be enclosed by a mezzanine rail. Overhead, an electric sunburst in old gold will light both the dining room and the mezzanine deck. The mezzanine will be one of the numerous public spaces to be fitted with lounges, chairs, tables and writing desks.

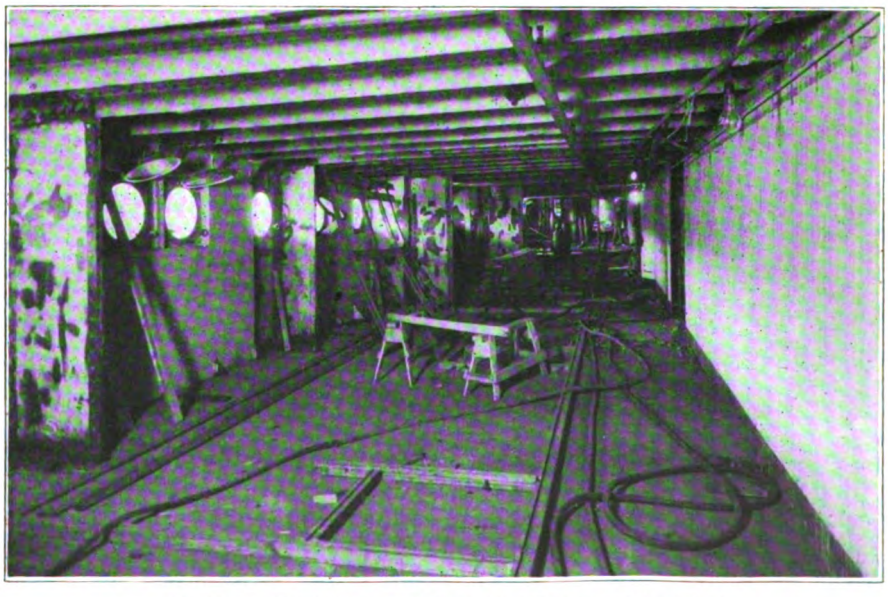
In addition to the work just described, approximately 48 new first class staterooms, will be added in particularly desirable outboard location as shown in an accompanying illustration.

The two vessels will be thoroughly reconditioned to equal best modern practice for their type and service.

Third-class quarters for men and women will be arranged aft, including a large dining saloon lounge, reading room and necessary lavatories and toilets.

Numerous changes have been made in the crew's quarters which will give the engineers and deck officers larger and more comfortable accommodations.

At this time considerable progress has been made on the ORIZABA, the first vessel to be reconditioned, and according to the repair yard the work is now ahead of their schedule. After the completion of the ORIZABA, the SIBONEY will be withdrawn from active service to go to the yard for reconditioning along similar lines, with the result that the Ward Line will soon have two practically new vessels specially designed for the West Indies and Gulf of Mexico trade.



LAYOUT OF SOME OF THE 48 NEW STATEROOMS

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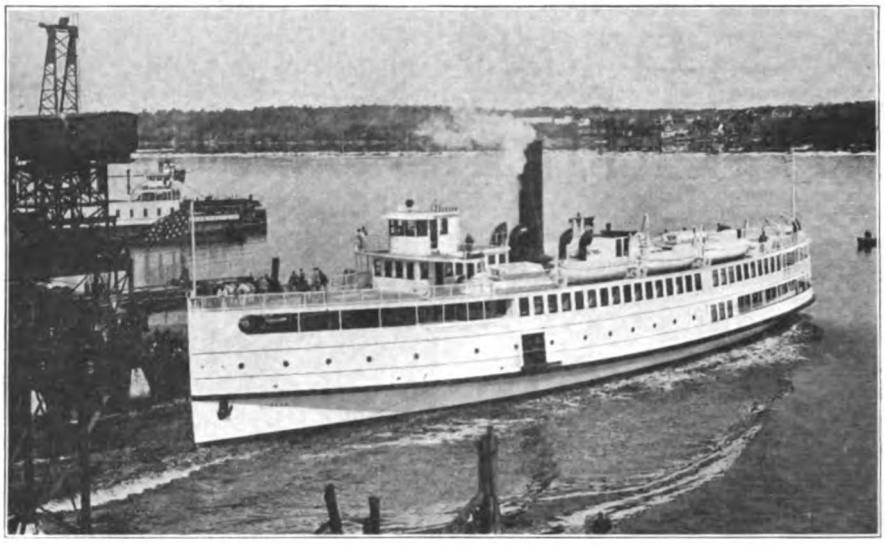
Shipyards Launch New Vessels

Steamships for Domestic Service, Coastwise and on Lakes, Launched, Completed or Underway—Variety of Types for Passenger and Cargo Trade

PRESENT day types of construction in American shipyards are fairly well covered in the following descriptions and accompanying illustrations of four vessels recently launched, completed or under way. They indicate what has been repeatedly stressed, that entirely apart from new ship construction for the foreign trade, for which there is no demand, there is a steady, if slow, call for vessels for domestic activity. The contract placed late in March with the Newport News Shipbuilding & Dry Dock Co. for three passenger and freight vessels similar to the Berkshire and Alle gheny, at $1,125,000 per ship, by the Merchants and Miners Transportation Co., Baltimore, is typical. The need for replacements and additions to fleets engaged in domestic commerce cannot cease and is likely to increase as time goes on.

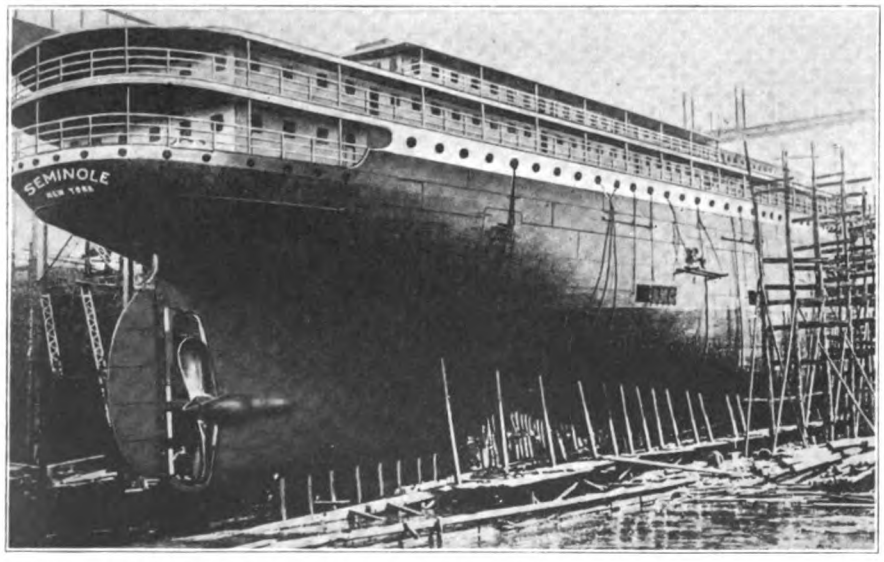


STEAMER NOBSKA JUST AFTER LAUNCHING AT BATH, ME.

Seminole Launched at Newport News

THE second of a trio of fine coastwise passenger vessels building at Newport News Shipbuilding & Dry Dock Co., Newport News, Va. for the Clyde Steamship Co., New York, and intended for the New York and Florida service was launched on April 14. The first vessel, the CHEROKEE was launched at Newport News on Feb. 11, 1925. Following the custom of the Clyde Line in naming its steamers after famous American Indian tribes the new ship was christened the SEMINOLE. The sponsor was Miss Barbara Stone, daughter of Galen L. Stone, Boston, chairman of the board of directors of the steamship company.

Originally the company's plan was to build two vessels at a cost of $4,000,000. After all of the specifications were drawn and contracts awarded for the CHEROKEE and SEMINOLE and after these two vessels were well under way the directors of the Clyde Line authorized an additional contract for a third ship of the same type, size and equipment, to be named the MOHAWK. All three of these steamships were designed by the well-known naval architect Theodore E. Ferris, to conditions laid down by H. H. Raymond, president of the Clyde Line. All three vessels will be operated between New York, Charleston, S. C., and Jacksonville, Fla.



S. S. SEMINOLE ON THE WAYS AT NEWPORT NEWS SHORTLY BEFORE LAUNCHING

The SEMINOLE is 402 feet long, 54 feet feet beam, about 7500 tons displacement, double bottom. She is an oil-burner driven by a geared steam turbine of 4200 shaft horsepower and should maintain an average speed of about 17 knots. Automatic fire detecting devices with steam pressure extinguishing systems, located throughout the cargo decks, furnish protection against fire. There is a complete equipment of dynamos and auxiliaries, condensing, evaporating, distilling and refrigerating plants.

The several freight decks are divided into water-tight compartments, well lighted and with ample side ports for quick handling of cargo. The hold and compartments are mechanically ventilated by supply and exhaust fans and motors to insure fresh air and even temperatures at all seasons and in all climatic conditions for the protection and safe transportation of fruits, vegetables and other perishables. Facilities are also provided for the shipment of automobiles.

Passenger comfort and convenience has been worked out to a high degree and 448 persons are readily accommodated There are three passenger decks. On the forward upper deck there is a glass-enclosed, wide promenade; on the upper after deck a sun parlor, a glass-enclosed deck shelter and a large dancing deck.

Passenger Steamer Nobska Completed

IN THE old shipbuilding town of Bath, Me., at the Bath Iron Works, Ltd., the S. S. NOBSKA a passenger and freight

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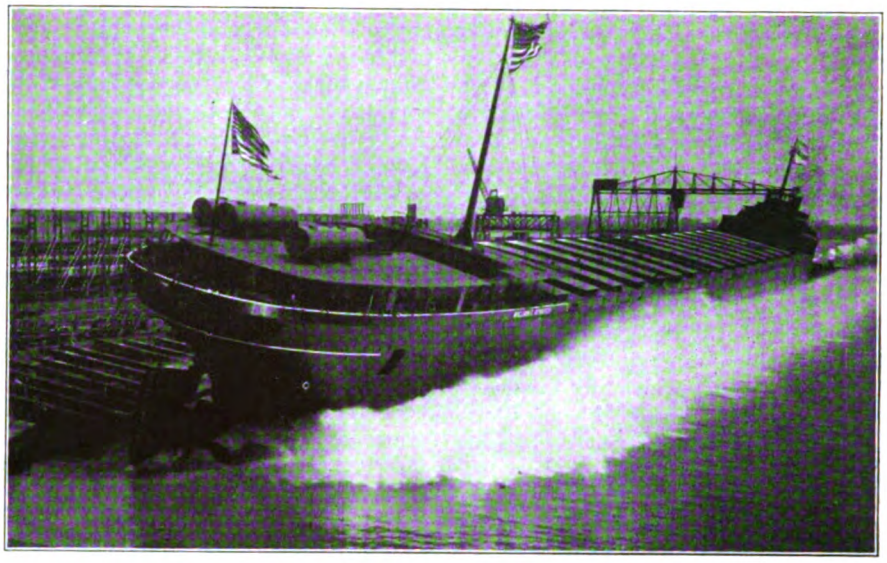
boat for the New Bedford Marthas Vineyard and Nantucket Steamboat Co. was launched on March 17. The contract for the NOBSKA made by the New England Steamship Co. with the Bath Iron Works on Sept. 1, 1924, required the delivery of the vessel at Newport, R. I. May 1, 1925. Delivery by the shipyard was however anticipated by 27 days as the NOBSKA was turned over to her owners at Newport, April 3. Six days were used in outfitting her with carpets and furnishings and she was placed in operation between New Bedford, Marthas Vineyard and Nantucket, April 9.

The building of the NOBSKA became necessary to replace the loss of the steamer SANKATY when the New Bedford terminal was destroyed by fire June 30, 1924. According to Warren T. Berry superintendent of marine construction for the New England Steamship Co. the NOBSKA is a duplicate of the steamer ISLANDER completed two years ago by the Bath Iron Works. The same plans were used and many of the loft templates used for the earlier ship were reused in building the NOBSKA, as no changes were found necessary or advisable after operating the ISLANDER for two seasons. Mr. Berry goes on to point out that during the period of this operation this vessel fulfilled all the owner's expectations for economy in operation and good service, and that it is confidently expected that her record will be duplicated by the NOBSKA.

Her principal hull and machinery particulars are as follows: Length over all, 210 feet, length between perpendiculars 202 feet; beam molded, 36 feet; breadth over guards, 50 feet; depth mold, 14 feet 6 inches; draft loaded, 9 feet 3 inches; displacement loaoded, 882 tons; gross tonnage, 1089; net tonnage 456; passenger capacity, winter 230, summer 1960; cargo capacity tons, 150, cubic feet, 34,000; bunker fuel capacity coal in tons 20; speed, 14½ knots; fuel, coal. The motive power is one triple expansion, four cylinder, steam reciprocating engine, with cylinders 16 x 26 x 30 x 30 inches in diameter and 24 inches stroke, giving an indicated horsepower of 1200. There are two boilers of water tube type of Bacock & Wilcox make of 130 square feet grate surface and 4500 square feet heating surface, fitted with soot blowers of diamond Power Specialty Corp. make.

This vessel carries freight and passengers between New Bedford and the island of Nantucket. She is a day steamer with a number of state rooms which serve as retiring rooms and for rest. The experience of long service in this run has been followed in the design to make this steamer an able sea-going vessel and to provide the maximum of comfort and safety for passengers.



WM. C. ATWATER LAUNCHED AT RIVER ROUGE

Wm. C. Atwater Launched

A NEW lake freighter, for the Wilson Transit Co., Cleveland, building at the Great Lakes Engineering Works, River Rouge, Mich., was christened the WILLIAM C. ATWATER and successfully launched on April 4, 1925. The ATWATER will have a capacity of 12,500 long tons and she is the second boat of this size added to the Wilson fleet within three years, the first being the JAMES MACNAUGHTON. The dimensions are length overall 605 feet, beam 60 feet, depth 32 feet. The motive power is a triple expansion engine, 24½ inches x 40 inches x 42 inches x 65 inches stroke and steam is supplied by three Scotch boilers with a working pressure of 195 pounds. Coal is used for fuel.

She is built on the transverse system with sloping side tanks carried up to within 6 feet of the spar deck, and has four cargo compartments. Her cabin arrangements in general are the same as for the steamer JAMES MACNAUGHTON. The ATWATER will be fitted out with gyroscope compass, electric sounding machine and will carry wireless.

The hatch arrangements are a decided change from the present sliding cover in general use. There are eighteen 11 feet hatches, spaced 24 feet between centers. A 2-foot hatch coaming supports a one piece steel water tight hatch cover, which is bolted down on a gasket, obviating the necessity of tarpaulins. Hatch covers are moved by an electric gantry crane, which spans the hatch athwartships. The crane runs on rails laid the full length of the deck, so that any hatch cover can be removed from its position and deposited on deck, between the hatch openings, or vice versa. It is claimed that this hatch is safer and stronger, and will reduce time and labor costs in handling.

The boat is named for William C. Atwater, a prominent coal operator in the East. The christening was done by Mrs. M. A. Olds, a daughter of Mr. Atwater. The launching was attended by A. W. Thomson, president of the Wilson Transit Co. and 170 invited guests.

The ATWATER will be completed and

NEW DAY EXCURSION BOAT FOR THE CLEVELAND CEDAR POINT AND PUT-IN-BAY RUN

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go into commission about June 1, under the command of E. R. Morton, as master and H. T. Myers as chief engineer. Her trade will be coal from lower lake ports such as Toledo, Ashtabula and Sandusky principally to Duluth and ore back from Duluth, Two Harbors, Marquette and Ashland mostly to Ashtabula and Conneaut.

Lake Erie Day Excursion Steamer

The accompanying illustration made from a drawing, represents the new day excursion steamer which will be placed in service about June 14, by the Cleveland and Buffalo Transit Co. This steel hull, side paddle wheel, lake passenger vessel, 300 feet long and 75 feet beam, with a beam engine and scotch boiless burning coal, is now undergoing an elaborate and complete rebuilding at the Globe plant of the American Shipbuilding Co., Cleveland. When completed she will be one of the finest day excusion steamers on the Great Lakes, and in many respects the equal of the better steamers of this type on the Hudson river where boats for this class of service have been developed to a high degree of comfort, good taste and convenience for passengers.

On the main deck forward there will be a maple wood dance floor 75 feet by 40 feet laid perfectly level without camber. A second dance floor of about the same dimensions will also be fitted on the promenade deck above. The entire cabin on the promenade deck will be enclosed in glass so arranged that it can be partially or completely opened at will. An amplifier system will be installed so that the music can be clearly heard from all parts of the steamer. This is an innovation, at least for the lakes.

The service of this vesel will consist of daily trips commencing June 14 to Cedar Point and Put-in-Bay on Lake Erie, leaving Cleveland at 8:30 o'clock in the morning and returning at 8:00 o'clock in the evening. Evening excursions on the lake commencing at 8:45 o'clock and ending at 11:15 o'clock will also be made every day.

Following a custom established when the large Cleveland and Buffalo passenger vessel the See and Bee was named the company has announced the award of a prize of $100 for the suggestion of a suitable name for the new steamer. A choice of name will thus be made.

Vessels Turned Out by the British

WHAT types of merchant vessels are being turned out by British shipyards now, not only for their own nationals but for others? A partial answer will be found in the series of short descriptions of recent launchings and trial trips given in this article. It may be noted that steamships with reciprocating engines and Scotch boilers are still popular.

* * *

Trial Trip S. S. Frederiko Glavic

On Feb. 25, the steamship FREDERIKO GLAVIC built to the order of Dubrovacka Parobrodska Plovidba (A.D.) of Dubrovnik, Jugoslavia, by Workman, Clark & Co., Ltd., Belfast, successfully underwent a series of trials in Belfast lough. This fine vessel, 435 feet long and 54 feet 6 inches beam with a gross tonnage of 5300 is of the shelter deck type with topgallant forecastle, also additional 'tween decks in fore hold, and has been constructed to the requirements of Lloyd's Register for their highest class + 100 A.1.

The arrangements for the handling of large bulk or general cargoes have received special consideration. There are five large holds served by wide hatchways and a very complete installation of derricks and winches.

Accommodation for officers and crew is provided in large deckhouses amidships, also in the forecastle and in the shelter deck space. In addition there are a limited number of two berth staterooms.

The machinery which was also built by Workman, Clark & Co., Ltd., is of the inverted direct acting triple expansion type for which steam is generated in three large cylindrical multitubular boilers working under forced draft. On the conclusion of the trials the vessel left for her home port.

* * *

Launch Of The M. S. Port Dunedin

ON MARCH 12, 1925, Workman, Clark & Co., Ltd., Belfast, launched the motor vessel PORT DUNEDIN built for the Commonwealth & Dominion Line for their Australian and New Zealand service. The PORT DUNEDIN is a fine twin screw vessel 465 feet in length with a deadweight of over 10,000 tons, of the shelter deck type.

The main propelling machinery consists of two sets of four cylinder, two stroke cycle, solid injection Doxford opposed piston diesel engines installed by the shipyard. All the auxiliaries both in engine room, and on deck for cargo working or handling the ship are electrically driven; and three four cylinder diesel driven generating sets will supply the current at 220 volts.

Extensive oil fuel storage arrangements have been made to suit the longest voyages. Refrigerating is furnished in order that fruit cargoes may be carried. Complete arrangements have been made for the comfort of the crew and the accommodation of a limited number of passengers. The PORT DUNEDIN is expected to be ready for sea about the end of May, and when complete will be one of the most up-to-date vessels in the Australian service.

* * *

Launch Of The S. S. Roi Albert

THE ROI ALBERT, a steel single screw steamer, built for L. Dens & Co., was launched by Swan, Hunter & Wigham Richardson, Ltd., from their Wallsend yard on March 11, 1925. The ROI ALBERT is 315 feet long between perpendiculars, 45 feet in breadth, and 22 feet 10 inches in depth molded to upper deck and 30 feet 9½ inches to the shelter deck, and she will carry 4660 tons.

There will be a saloon house on the shelter deck with four staterooms, and the captain's room and chartroom will be on the top of the saloon house. Accommodation for officers and engineers will be arranged in houses on top of the shelter deck alongside the engine casing, while the sailors and firemen will be accommodated in the shelter 'tween decks aft. The ROI ALBERT has four cargo hatches, nine steam winches, ten steel derricks, and 20-ton derrick.

The engine, which will be of the inverted direct acting triple expansion type and also the three boilers, of single ended construction, will be placed amidships.

* * *

Launch Of The M. S. Port Hobart

ONE of the first motorships destined for regular trade between British ports and Australia, the PORT HOBART, a twin screw meat carrying vessel of 10,800 tons deadweight, built for the Commonwealth & Dominion Line Ltd., was launched March 10, 1925, by Swan, Hunter & Wigham Richardson, Ltd. The length of the PORT HOBART is 455 feet, the breadth molded 59 feet 6 inches and the depth molded to the upper deck is 43 feet 9 inches. The ship has a cruiser stern and a topgallant forecastle and is built to Lloyd's special survey and classed 100 A1. She has five cargo holds with large cargo hatches, two insulated holds being arranged forward of the machinery space, and one aft; one hold forward and one aft being uninsulated. The total insulated cargo space is about 297,000 cubic feet while that of the uninsulated cargo space is about 307,000 cubic feet bale capacity. There are two masts and six derrick posts with eight 10 ton

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and six 7 ton derricks, also one 50 ton derrick.

The main propelling machinery consists of two sets of 4 cylinder, 2 stroke cycle, solid injection Doxford opposed piston diesel engines. All the deck auxiliaries are electrically driven, 14 cargo winches being provided.

A steel bridge house on the upper deck contains a saloon and seven staterooms. A smoke room is provided in a house above this for the use of passengers. Officers' and captain's accommodation is in steel bridge houses above the staterooms and below the chart room and wheelhouse. Engineers, officers, stewards and petty officers are accommodated amidships in a steel house round the machinery casings, and the seamen and greasers are berthed in the forecastle.

* * *

Trial Trip Of The S S Santhia

THE steamship SANTHIA, a fine passenger and cargo steamer built by Swan, Hunter & Wigham Richardson, Ltd., at their Neptune Works, Newcastle-on-Tyne to the order of the British India Steam Navigation Co., Ltd., London, recently completed a successful trial trip. The vessel is built of steel, and is 451 feet in length, 57 feet 9 inches in beam and 36 feet 6 inches in depth molded, and will carry a deadweight of 9500 tons on a draft of 27 feet.

FREDERIKO GLAVIC, A MODERN BRITISH BUILT FREIGHTER ON TRIAL

Amidships there is well finished accommodation for 24 first class passengers, including a large dining saloon on the bridge deck, which is tastefully panelled in white and gold and fitted with mahogany furniture. On the promenade deck above, passengers have an entrance hall and lounge finished in various tones of grey, with mahogany furniture, and adjoining is a smoking room panelled in oak with oak furniture. The staterooms for the first class passengers are finished in white enamel and furnished in mahogany.

The second class passengers, 24 in number, are on the same decks. Their rooms include a dining saloon finished in white enamel, with entrance and lounge in grey, the furniture in all cases being of mahogany. Arrangements can be made for carrying about 3000 native passengers in part of the upper deck and tween decks. The ventilation is well designed and very ample as the vessel is intended to trade in the tropics.

The steamer is propelled by twin screws, driven by triple expansion engines, and on the trial trip they worked without the slightest hitch, driving the vessel at a speed of 14 knots.

* * *

Launch Of The S S Wawa

ON FEB. 24, 1925, the steamship WAWA, a steel single screw steamer, building for the Bragman Bluff Lumber Co., New Orleans, was launched from the Neptune shipyard of Swan, Hunter & Wigham Richardson, Ltd. The WAWA is 265 feet in length by 38 feet broad built to class 100 A.1. at Lloyds and she is specially designed for the carriage of fruit and timber. For this purpose she is fitted with one very long hold, served by two large hatchways, the larger being 68 feet in length, and in the hold there are fruit platforms and bins.

The engines are placed aft, together with their boilers and consist of a set of triple expansion engines with two boilers burning oil fuel. They are designed to drive the vessel at a speed of 11½ knots on trial.

In the poop aft there is accommodation for the engineers, together with four spare staterooms, and dining saloon. The deck officers are in a bridge house amidships, and the seamen and firemen are accommodated in the forecastle. The appliances for working the ship and cargo include a steam windlass, 6 steam winches, and 8 steel derricks.

* * *

Launch Of The Steamship Inanda

THE INANDA, a steel single screw steamer, built for Charente Steam Ship Co., Ltd., was launched by Swan, Hunter & Whigham Richardson, Ltd., from their Wallsend yard on Feb. 24, 1925. The dimensions of the INANDA which has a poop bridge and forecastle, are: length between perpendiculars 406 feet 6 inches, breadth molded 52 feet depth molded 31 feet. She is being built to the highest class of Lloyds and is designed to carry about 6850 tons on a reasonable draft.

There will be accommodation altogether for about 102 first class passengers, with dining saloon, music room, veranda cafe, and nursery, and large entrance hall on the bridge deck with a smoke room and open lounge on the promenade deck. A steel house on the promenade deck will accommodate the captain and three officers, also the wireless room and the wireless operators' cabin. The engineers are accommodated on the upper deck abreast the engine casing. The forecastle will accommodate stewards, cooks, and petty officers. The sailors and firemen are berthed in the poop.

Cold chambers will be fitted in tween decks abaft the engine room, of about 8000 cubic feet capacity. The ship will have two masts, four crane posts, and 15 steel derricks, serving five cargo hatches. There are 13 steam winches, a steam windlass and a steering gear.

The engines will be quadruple expansion of the 4 cylinder inverted reciprocating type balanced on the Yarrow-Schlick Tweedy system. There are three boilers, two double ended, and one single ended.

* * *

Launch Of The S. S. Sambur

THE steamship SAMBUR, the second of two sister ships, which are being constructed by Swan, Hunter & Wigham Richardson, Ltd., at their Neptune works, Newcastle-on-Tyne, to the order of the Great Western railway, was successfully launched on April 9.

The vessel is intended for the goods service carried on by the company between Weymouth and the Channel Islands. She is a twin screw steamer, built of steel, 210 feet in length by 33 feet 6 inches beam, is designed to carry nearly 600 tons deadweight on a moderate draft.

The arrangements for handling the cargo are of the most complete description, including three steam winches. The vessel will also be fitted with steam windlass, steam steering gear, and electric light.

The propelling machinery of sufficient power for a speed of about 12½ knots, consists of twin screw triple expansion steam engines. The boilers are arranged to burn oil fuel and are fitted with forced draught.

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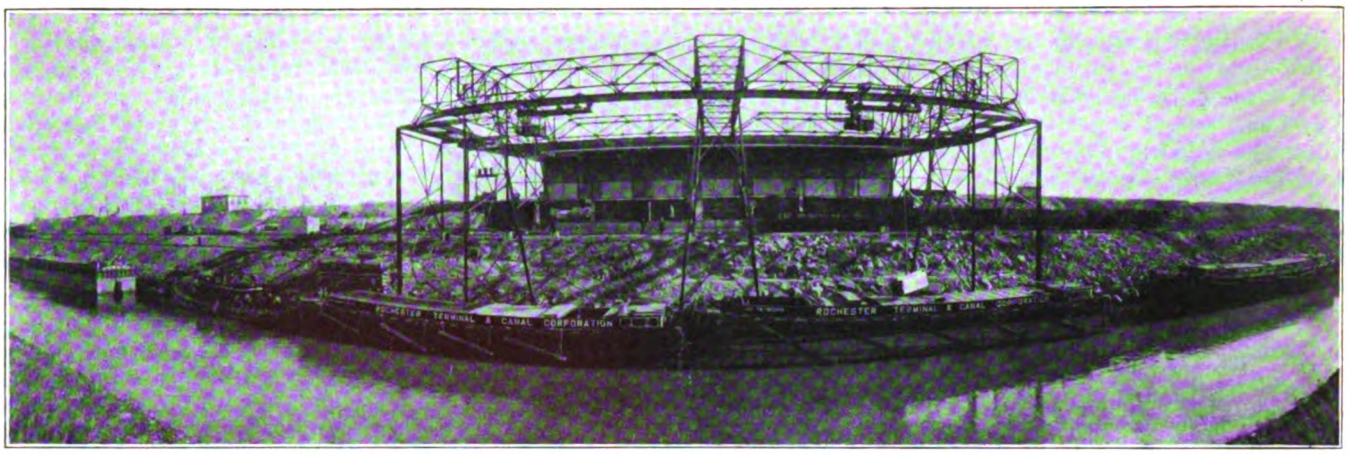

A MODERN ELECTRICALLY EQUIPPED PRIVATELY OWNED CANAL TERMINAL IN ROCHESTER—FLOATING EQUIPMENT SHOULD ALSO BE MODERNIZED

Why Not Use the Barge Canal-I

Floating Equipment Could Be Improved—Modern Barges, Diesel Tugs and Motorships Needed—Railroads Must Cooperate in Freight Exchange

BY WILFORD G. BARTENFELD, Canal Operator

WHY is it that the New York State Barge canal, constructed at an outlay of $200,000,000 of taxpayers money, is at present a failure? The public ought to be given the real facts squarely and without prejudice, why only a small fraction of the full capacity is now in use.

The western division of the canal, is the link that connects Lakes Erie and Ontario with Atlantic coast ports. The canal mileage eastward, from Buffalo to pier 6, East river, New York City, is 507 miles. The distance from Buffalo to Tonawanda, N. Y., where the canal joines the Niagara river is 13 miles. From Tonawanda to where the canal joins the Hudson river at Waterford is 339 miles. From this point to New York City is 155 miles. From Oswego, N. Y. which is the Lake Ontario terminus of the canal to Waterford on the Hudson is a distance of 183 miles. The total distance from Oswego to pier 6 East river, New York City, is therefore 338 miles. The Oswego route cuts off 156 miles of canal navigation for exlake tonnage that is moving to Atlantic coast ports. This route is of great importance, and much of the future canal tonnage will move this way, especially when the new Welland canal is completed.

In the western division of the canal there are 42 modern concrete locks, electrically operated. Each lock has an usuable length of 300 feet inside of the gates, and a width of 45 feet, with 12 feet of water over the sills. In the channel sections of the canal where cut through more or less solid rock, there is a minimum width of 94 feet and a depth of 12 feet of water. Through the dirt sections there is a minimum bottom width of 75 feet, with the sides tapering up and making a surface width of 123 feet. The river sections of the canal are 200 feet wide.

RESOLUTIONS calling upon the New York state legislature for an investigation of the state barge canal, with the intention of presenting a comprehensive plan for its development have been prepared by the Chamber of Commerce of the state of New York. Major Elihu C. Church, acting chairman of the committee on international trade and improvements of the Chamber of Commerce points out in the resolution that the old Erie canal was a strong factor in making New York the principal eastern port. These resolutions are among many recent indications of interest on the part of citizens and commercial bodies in New York state in the project of expanding the services rendered by the barge canal system. Development work which is under contemplation in different parts of the state would involve the erection of additional extensive loading and unloading facilities along the line of the barge canal system and the addition of many new barges to the present fleet.

The state has provided 35 terminals throughout the canal system, for the storage of cargoes that move over the waterway. And there is no charge for such storage, unless the goods are left an undue length of time. There are seven modern, covered terminals, constructd of concrete and brick, three in New York, one in Buffalo, one in Rochester, one in Oswego, and one in Syracuse. There are also four other smaller terminals in New York, and the rest are scattered along the length of the canal system. The latter are covered buildings of wood construction, and are about 32 feet x 100 feet. The large concrete terminals are between 400 and 500 feet in lengtht and between 80 and 100 feet in width. Most of these large terminals are equipped with over head electric traveling cranes, and some have electric belt conveyors, for the handling of cargo. The writer has *never* seen any one terminal full of freight, and generally there is but very little freight in them. Some of the terminals have never had *a single pound* of freight in them since the new canal has been in commission.

Two modern concrete grain elevators have also been built by the state for the use of the barge canal, one at Gowanus bay, Brooklyn, and the other just completed at Oswego, N. Y. Grain is elevated and reloaded for a charge of ½ cent per bushel, with 15 days free storage.

One hundred and four municipalities are located along the canal route, between Buffalo and New York City and only a few of these are making any use of the canal at all, and none to the extent that they could, if a modern packet line were established. Under the provisions of

Part 2 will appear in the next issue.

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the state constitution, navigation of the canals is free, no charge being made for passage through the locks. The constitution also provides that the canals shall not be sold, leased, or otherwise disposed of, but must remain the property of the state forever. Appropriations to meet the cost of maintenance and operations are made yearly from the state treasury. Under the law, the state cannot be held liable for damages sustained while navigating the canals.

Floating Equipment Obsolete

The present floating equipment on the canal can be classified about as follows: There are 700 barges, each barge being between 300 and 500 net tons deadweight capacity on canal draft. The draft of these barges are 8 and 10 feet respectively. Included in this number there are nearly a hundred decked barges and lighters, of the regular New York harbor type, in fact they are harbor boxes.

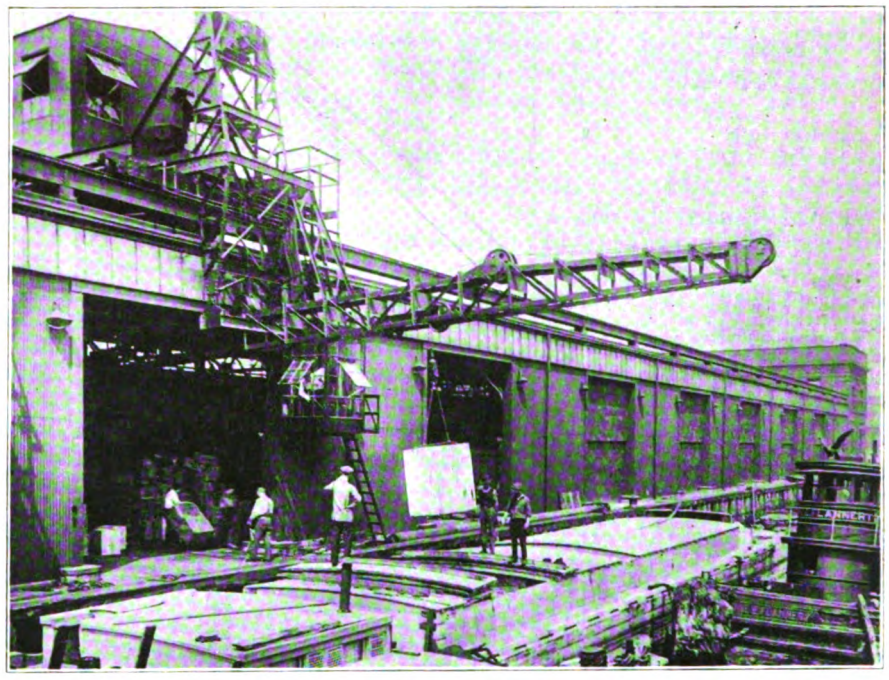
To handle these barges, there are about 90 tugs, but about 85 per cent of these are either too small or too old, or of wood construction, coal burning and expensive to operate, and can not poperly take care of a fleet of barges, due to their being under powered. At least 60 per cent of .these tugs see practically no service. The other 15 per cent are larger steam tugs or new diesel tugs, and most of these are from New York harbor. The canal therefore, as a whole, has practically no efficient, modern, economical traction power. In other words there is a fine track and road bed, but no modern engines. There are, however, a few good diesel tugs in operation, and each year new ones find their place on the canal. These are showing good earnings even in towing antiquated equipment. A diesel tug can show to its greatest advantage, on the canal system, due to the high price of coal along the way, the time required to load coal, and in the smaller crew required.

The canal is a water highway built by the state for everybody to use, toll free, but if capital and the public do not get behind it, and place upon it, floating equipment, modern and economical in type, it will never fully and efficiently serve the purpose for which it was constructed and the project itself will continue to be the subject of unjust criticism. Barges and steamboats of Noah's ark type, can hardly be expecter to meet the needs of modern transportation. With but few exceptions, all of the 700 barges are of this type of construction with full bows, and square sterns, practically boxes in shape and water that is not shoved in front of them is dragged behind them. This type of design is not suited for speed and handling in close quarters. When the current catches a barge and drives it head on to a concrete lock bull nose, one of two things happens, a leak is started, and the cargo is damaged, or the barge sinks with a total loss of cargo. The flat and full bow, will not sheer off from a bull nose or dock, when the barge approaches head on, as it must do, in making a lock. This type of construction permits of a maximum speed of 2½ to 3 miles per hour, at a greater speed effective steering is impossible. A speed of at least 5 or 6 miles per hour ought to be obtained, and can be with modern equipment. Instead of making from 5 to 7 round trips per season as is generally the average of such equipment, from 12 to 15 trips should be made per season.

There are five semi-diesel motorships on the canal owned by the Interwaterways Line. These were the first large motorships on the new canal, and since their inception, improvements have been made in other new motorships recently built for canal trade.

The most modern equipment in motorships on the canal are those of the Standard Oil Co., and the McDougal Terminal Warehouse Co., the first of the Standard Oil tankers were self-propelled vessels 30 feet by 150 feet. About 15 of this type were built. Within the last two years larger diesel engined tankers have been constructed which are 254 feet, in length and 37 feet 6 inches in beam. Ten of this class have been constructed, and it is understood that more are contemplated. On each cargo of oil delivered, thousands of dollars is saved in railroad freight charges. If shipment by canal was not profitable these vessels would not be operating upon it.

The boats of the McDougal Terminal Warehouse Co. are the "Twin Cities" and the "Twin Ports." They have diesel-electric drive and are 258 feet in length and 42 feet beam. They operate between Duluth, Minn., and Atlantic coast ports, on a 7 to 9-day schedule during the lake season, and on the coast during the winter months. As a comparison, these vessels will run from Duluth to New York City, in the same length of time, and sometimes in less time, than it takes a canal fleet of old barges and steam tug, to go from Buffalo to New York City.



NEW YORK STATE BARGE CANAL TERMINAL PIER 6 EAST RIVER, NEW YORK CITY. FREE TO ALL SHIPPERS FOR THE RECEIPT AND DELIVERY OF CANAL CARGOES

Modern equipment for the canal need not be confined chiefly to self propelled motorships. Modern self unloading barges of various types, packet boats and diesel tugs are needed, each to fit their respective trades. There is not one self unloading barge operating on the canal. With the exception of the vessels previously mentioned practically no modern craft operate on the canal. Under such conditions is it any wonder that the canal does not move the tonnage it should.

The criticism has been made that canal cargo losses have been heavy. That is true in some cases for cargoes carried in the box type of barge. On the other hand if a check is made on cargoes carried in the latest steel motorships, it will be found that practically no cargo losses have occurred. As in all other lines of transportation, time is required to develop the proper type of carrier.

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Honor Roll of American Engineer Officers

Operator	All Vessels
American France Line	14
American Diamond Lines	12
American Dispatch Line	6
American Dixie Line	23
American Export Lines	18
American Far East Line	8
American India Line	9
American Merchant Lines	13
American Palmetto Line	9
American Pioneer Line	21
American Premier Line	11
American Republic Line	13
American Scantic Line	7
American South African Line	6
American West African Line	9
Atlantic Australian Line	7
California Orient Line	5
Gulf West Mediterranean Line	6
Mississippi Valley Eureopean Line	6
Mobile Oceanic Line	15
Oriole Lines	21
Pacific Argentine Brazil Line	7
Pan America Line	4
Southern States Line	28
Texas Star Line	10
United States Lines	6
Walker & Daly	5
Yankee Line	5

Honor Roll

Vessel	Chief Engineer
Eglantine	D. J. Cody
McKeesport	F. B. Wise
Sarcoxie	Y. Takis
Vincent	H. Thorsby
Waukegan	A. Pancott
West Eldara	C. E. Smith
Ala	J. Anderson
Eastern Dawn	E. H. Rogers
Innoko	W. Fletcher
West Arrow	W. A. Rehder
Westerner	W. F. Woodcock
Ossining	A. Ohman
Colorado Springs	H. Hendricksen
Hegira	T. Sheridan
Steadfast	J. Walsh
West Caddoa	W. Gifford
City of St. Joseph	F. McCormack
Winona	E. W. Lotz
Algic	H. Clausen
Half Moon	C. Bowser
West Calumb	C. Reed
West Mahomet	R. Barnes
Lehigh	S. J. Miller
Quaker City	G. Fithen
Elkton	G. Brown
Hanover	F. Kenniston
Independence	G. C. Hadley
Stanley	L. Augustine
William Penn	E. N. Edes
Satartia	C. Rice
Storm King	W. Blanchard
Eastern Glade	M. A. Parker
Eastern Moon	T. Winlaw
Eastern Planet	W. Richards
President Cleveland	F. P. Littlefield
President Taft	W. Dougan
President Wilson	C. W. Irwin
Coldbrook	W. H. Evans
Antinous	E. Breiston
Braddock	W. Palmer
Coelleda	J. Olsen
Hoxie	M. Flannery
West Isleta	B. O'Connell
Western World	J. W. Thomson
Aquarius	F. Fredrickson
Cliffwood	R. Forrest
America	P. Brennan
George Washington	W. G. Grace
Leviathan	J. J. Fagan
Miskianza	J. Elliott

Honorable Mention

Vessel	Chief Engineer
Independence Hall	A. Engebretzen
Pipestone County	J. M. Clark
Olen	J. W. Hall
Zarembo	J. Franklin
Anaconda	P. S. Stewart
Eastern Victor	J. Tennant
West Inskip	D. Griffen
Bibbco	E. M. Elliott
Federal	J. Fillery
West Hobomac	B. Trachtenberg
West Ivis	C. Moderson
West Wauna	G. Burkhalter
Abron	A. Illhart
City of Eureka	C. E. Bero
West Carmona	H. Ackerman
West Chopaka	C. Miller
Arcturus	J. Geotte
Nile	J. Turpin
West Canon	F. S. Watt
American Farmer	J. Desmond
American Merchant	E. C. Yandell
American Shipper	C. S. Adams
American Trader	C. Anderson
Chickasaw	T. Fisher
City of Flint	E. Kearney
Coldwater	E. J. Riggs
Magmeric	J. Folline
Archer	T. Thompson
Eelbeck	A. Blair
Patrick Henry	G. Highhouse
Scottsburg	E. H. Murray
Carlton	R. Leach
West Totant	B. Smith
Natirar	W. C. Carter
West Kebar	G. Getchell
West Kedron	J. Calmes
President Lincoln	G. Jackson
President Pierce	J. Penberthy
Jamar	B. Millan
West Chetac	J. B. Peel
Carplaka	A. Isaacson
Meanticut	J. E. Wright
Afoundria	H. Herwig
Anacortes	F. Helvick
Conehatta	H. Ellingson
Schenectady	W. Leimbach
West Quechee	P. H. Rankin
West Nosska	H. Wirth
West Calera	H. George
West Camargo	W. J. McKenna
Pan America	J. Richardson
Sapinero	F. Gouner
Youngstown	C. Crosier
Brush	C. Kelley
Colin. H. Livingstone	A. Wabb
President Harding	J. W. Rakow
President Roosevelt	J. Turner
Republic	A. Styron
District of Columbia	W. Scott
West Campgaw	E. Innes

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Sea Going Engineers Win Bonus

50 Shipping Board Vessels Credited with Excellent Performance—Each Chief Engineer Receives a Bonus of $50.00—Honorable Mention Awarded 60 Additional Vessels

BY AUTHORITY of the Fleet corporation the fuel conservation committee has selected an honor roll which consists of the chief engineers of 50 vessels which have shown the most efficient performance for the period from July 1, 1924 to Dec. 31, 1924. In presenting this list the cooperation of the captains and deck officare is fully acknowledged as it is recognized that without their participation the satisfactory performance shown by these vessels could not have been obtained.

The vessels that are listed on the honor roll page 192 have held an average combined sea and port performance of at least 92 per cent of the leader of their particular class and have also had an average performance of more than 90 per cent of the standard set for their class. In addition they have steamed not less than 20,000 miles during the six months period in question. All engineers on the honor roll will receive a bonus of $50 each in recognition of their efficient operation.

A supplementary list of 60 other vessels has also been selected which list consists of the vessels that have had a creditable performance although not equal to the requirements of the honor roll in all respects. In many cases there is little difference between their performance and that of a sister ship listed on the honor roll. These vessels are given honorable mention.

These combined lists of the vessels that have shown a fuel performance of a high standard represent over 30 per cent of the total of the 350 shipping board vessels operating during this period. A record which reflects creditably upon the efforts of the American engineer to build up and maintain an American merchant marine. The details of the awards are shown on page 192.

Historic Shipyard Sold

An agreement has been reached whereby the Ford Motor Co. will take over the property of the Merchant Shipbuilding Co., at Chester, Pa., as soon as certain enabling legislation has been passed by the city government. Ford's plan calls for the erection of a huge automobile assembling plant, which not only will be the chief distributing center for Ford cars in the East, but will be the principal terminal for shipping to Europe and South America. The sale of the plant removes one of the historic shipyards of the country. Reaney & Son and Archibald founded the yard in 1859 but failed to weather the depression which followed the Civil war. In 1871, John B. Roach bought the yard and soon gained the title of "Father of American Shipbuilding." In 1915, eleven years after the yard had shut down, Capt. P. M. Jack bought it and began building oil tankers. In 1917, the Harriaman interests bought the property, operating it as the Merchant Shipbuilding Co. Its contracts called for 30 steamships for the Emergency Fleet Corp. and four mine sweepers. The plant was closed in 1923. A total of 387 vessels were built there under the successive ownerships.

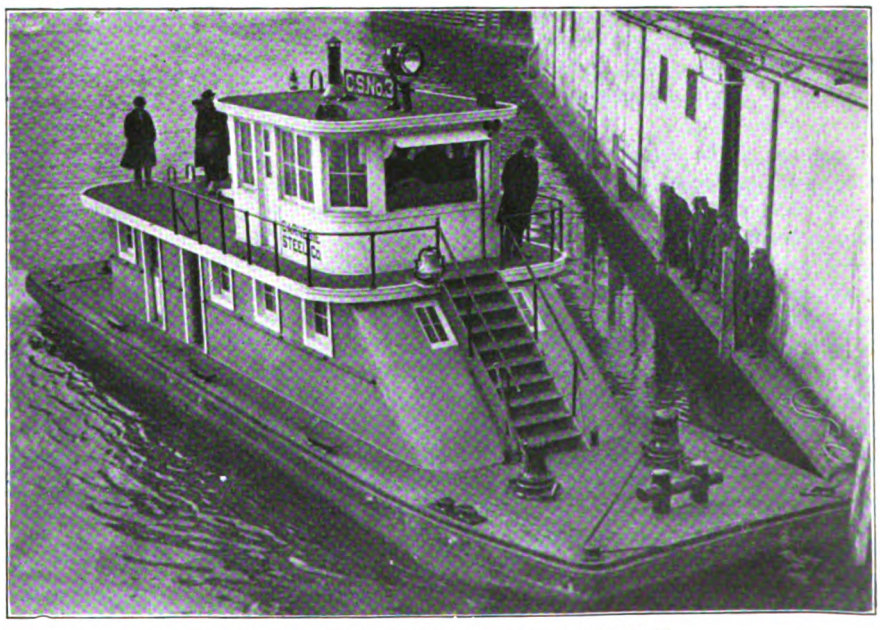
Unique River Towboat

The latest addition to the already large fleet of the Carnegie Steel Co., the harbor gasoline tugboat C. S. 3, is shown in the accompanying illustration on her maiden trip, to Pittsburgh. On her arrival at the Wood street landing the boat was boarded by Capt. A. O. Ackard, river superintendent of transportation of the Carnegie Steel Co. The boat is constructed along the same lines as the C. S. 1 and C. S. 2 of the same company, with the exception that the new boat is of all-steel construction, while the former two are built of wood.

The C. S. 3 is 64 feet long, 14 feet wide and 4½ feet deep and is equipped with two six-cylinder gasoline engines, each developing 75 horsepower, driving twin propellers. The engines are set in the hold forward and are operated by the engineer, who is stationed on what is known as the boiler deck in the center of the boat. A room aft is used for storage purposes. The pilot occupies a large cabin, which is comfortably furnished. There are no sleeping quarters on this boat as it will be used only at the Duquesne landing, Monongahela river. The boat also is equipped with three rudders and is easily handled. There are two hand capstans forward.

Federal engineers of Milwaukee opened bids April 15 for the construction of a side wheel tug boat to be known as the Menasha. This tug will be used for inspection and towing on the Fox river in Wisconsin. The Marine Iron & Shipbuilding Co., Duluth, with a bid of $61,175, was awarded the contract. The new boat will take the place of the existing tug Fox. It will be 90 feet long, 32 feet wide five feet deep, with a loaded draft of 3.2 feet. It will have two decks with engines on the first and quarters for the crew on the second. The equipment will be modern throughout.

Acholes J. Murray, naval architect, attached to the Standard Shipbuilding Co., Shooters Island, S. I., died recently in the Staten Island hospital from blood poisoning. Mr. Murray lived at 156 Main street, Westerleigh, S. I.



NEW TYPE ALL STEEL RIVER TOWBOAT

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Equipment Used Afloat, Ashore

New Electro-Hydraulic Drive for Windlass—Electric Ovens Used in Foundry on Repair Ship Medusa—Air Whistle Blast Made Visible

NO PARTS of a ship's equipment requires more careful design and simple and rugged construction than the windlass and the steering gear. Throughout its life the safety of every ship depends time after time in critical situations upon the proper operation of these auxiliaries. The mechanical features, such as strength and accuracy are, of course, a prime essential. Flexibility in speed control without loss of power is also extremely important, particularly so for the windlass. When steam is used a degree of flexibility is possible by means of the throttle or valve admitting steam. But this is essentially a crude hand control and is far from machine-like in accuracy.

When electricity began to be widely applied for driving auxiliaries greater flexibility became possible. However, a constant speed motor is more desirable from mechanical considerations than a variable speed motor. And that is why, for steering gears and now for windlasses speed reduction by hydraulic means is becoming recognized as a particularly efficient solution.

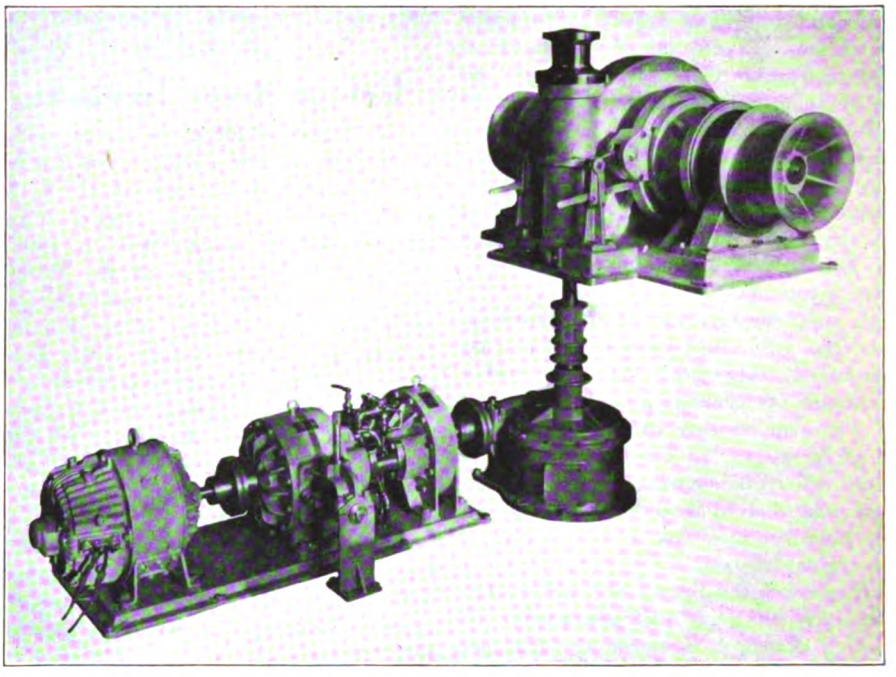
New Gear Has Flexibility

Developments along this line are therefore of interest. The new hydraulic speed reduction unit illustrated herewith designed and built by the American Engineering Co., Philadelphia for the yacht DAUNTLESS owned by H. W. Hanau of New York though comparatively small in size embodies all the principles involved; and may well serve as a concrete example of advanced design.

In place of the usual reduction gear in a power windlass this drive consists of an electric motor running at constant speed directly connected to a pump and hydraulic motor of Hele-Shaw type. The hydraulic motor is in turn directly connected to the windlass. By interposing this unit between the electric motor and the windlass a maximum reduction of 850 to 1 is obtained without the use of gears. By controlling the stroke of the pump plungers this ratio can be changed to obtain any desired reduction without stopping the motor or changing its speed.

This device eliminates many of the mechanical disadvantages inherent in a complicated nest of gears, including the possibility of gear stripping and gives a high mechanical efficiency. Its compactness saves space which is especially advantages on shipboard. It also insures a practically noiseless drive for the windlass, a feature of importance in carrying out orders from the bridge.

The outstanding fundamental feature of the pump which makes this unit practicable is the variable stroke by means of which the volume of its discharge is controlled independently of the pump speed and without need of an accumulator or by-pass valve. Because of the variable stroke and the high speed at which it operates the pump can be directly connected to the electric motor to run at a constant speed regardless of the speed of the hydraulic motor and windlass. When unusual resistance is ecountered in breaking out the anchor the pump stroke is reduced and since power is proportional to speed, the size of the electric driving motor can be smaller than would be otherwise. An automatic control for regulating the plunger stroke can be provided, if desired.



ELECTRIC MOTOR DRIVES PUMP, AND HYDRAULIC MOTOR DRIVES WINDLASS

Pump is of Simple Construction

The pump is a simple, compact machine which in general appearance resembles an electric motor of the enclosed type. It is ruggedly built and has 16 different parts. It is self- lubricated and requires no packing. A cylindrical body with radial cylinders rotates at a constant speed around a central cylindrical valve through which the fluid passes to and from the pump. Plungers with slippers fastened to their ends are forced in and out as the slippers travel around in a groove in an outer floating ring. By shifting the position of the ring the stroke of the plungers and consequently the amount of fluid discharged by the pump. is regulated from zero to a maximum, giving an infinite range of speeds to any mechanism that is driven by the fluid from the pump. This regulation of plunger stroke is done while the pump is running and without changing its speed. The variable discharge from the pump drives the hydraulic motor and the windlass since they are directly connected at corresponding speeds slowly or faster as may be desired. Oil is used as the medium for transmitting the hydraulic pressure, and the internal mechanisms of the pump and motor are, therefore, thoroughly lubricated and require no attention.

This type of pump is standard equipment in the hydraulic steering gears built by the American Engineering Co., and will be used in the steering

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gears to be installed in the airplane carriers Saratoga and Lexington. It is believed that these will be the largest hydraulic steering gears ever constructed.

The Isthmian Steamship Lines announces the removal of its general offices to 50 Trinity Place, corner of Rector street, New York city, as of April 20, 1925.

Air Whistle Blast Made Visible

*BY A. M. HOFFMAN**

SINCE the first small seagoing motorship was built in 1910, motor-driven tonnage has reached a total of 1,700,000 gross tons. And we are also authoritatively informed that of all the vessels under construction in the world today more than one-third are to be equipped with diesel engines. This substitution of the diesel engine for the time-honored steam engine has necessitated various changes aboard ship, inasmuch as certain auxiliaries, such as the whistle, for instance, depended on steam for its operation. This led to the installation on some motorships of high-pressure steam boilers for the sole purpose of blowing the whistle—a necessary but somewhat costly procedure.

In order to do away with the need of steam for this purpose and to reduce operating expenses, the Sperry Gyroscope Co. developed a whistle that is blown by means of compressed air. As originally conceived, this whistle had one drawback. It is well known to nautical men that the sight of the exhaust steam is quite as important as the sound of the signaling blast, and this is especially true in busy harbors or other crowded waterways. As a result, an air whistle with a visible blast has been devised that does not require the use of steam.

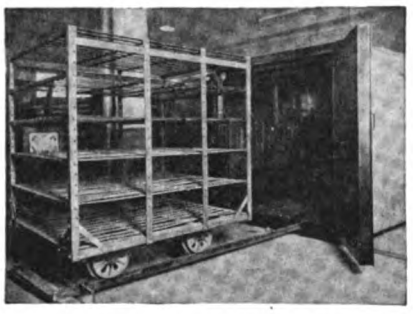
This whistle is of the diaphragm type, simple in construction, and positive in its action. The smoke-making element consists of a tank filled with a smoke-producing liquid, of an atomizing nozzle, and of a pipe of suitable diameter. Compressed air is delivered to this element either directly from the whistle or from any point between the whistle and the whistle pull.

When the whistle valve is opened, air is admitted to the nozzle. In this way a certain amount of the "smoke liquid" is drawn from the tank up through the pipe, whence it is discharged into the atmosphere in the form of a white and dense cloud. The volume of this vapor can be regulated by a cock attached to the pipe. By means of a main valve on the supply line it is also possible to cut off the flow of the smoke-producing liquid in case it is desired to use the air whistle as a fog signal only. Under normal circumstances, the contents of a tank are sufficient to last for a period of several months; but, when empty, the tank can easily be replaced by a spare.

*NOTE: Reprinted from *Compressed Air Magazine*

Electric Drying Oven on Navy Repair Ship Medusa

The U. S. S. MEDUSA, the first naval vessel to be designed and built as a repair ship has a displacement of 10,000 tons. This vessel contains the equipment for turning out castings for almost any repair job aboard our warships, with the exception of the large main propelling engine castings. Besides the foundry, there is a pipe shop, a plating shop, a sheet metal shop, an optical shop, a gyroscope repair shop, a paint shop, a blacksmithshop, a boiler shop, a machine shop, a sail makers shop and a pattern shop. The foundry melting



MOLD DRYING OVEN IS EQUIPPED WITH ELECTRIC HEATERS

equipment consists of a 3½ tons and a 1 ton cupola, and four brass crucible furnaces of 700 pounds capacity each.

In an installation of this sort where only a limited amount of raw materials can be carried, it is essential that the casting be as nearly perfect as possible. It is important to do the job right the first time. As an aid in baking cores to the right temperature an electric oven has been installed. This oven, shown in the accompanying illustration is 7 feet by 7 feet 10 inches by 7 feet 6 inches high. It is built by the Westinghouse Electric & Mfg. Co. Double doors are provided. A truck on rails is used for handling large cores, and shelves in the upper part of the oven take care of the smaller cores. On each side of the oven are mounted five 2½ kilowatt Westinghouse type C oven heaters. A blower driven by one-sixth horsepower motor is mounted on the top of the oven for exhausting fumes and gases from it. The oven is equipped with a graphic recording automatic temperature control apparatus. The mold drying oven is similar to the core bake oven, the only difference being that the stationary shelves are omitted. The handling truck completely fills this oven. Electric heat for marine applications is growing, due to its convenience, safety, controllability and the fact that fuel storage-space is saved. Aboard the repair ship MEDUSA the use of electric heat for baking cores and drying molds gives an evenness of heat which helps to decrease casting failures.

The Richardson Westgarth Co. announces, according to a cable from London, that plans are approaching completion for a new type of two-stroke double acting marine oil engine which the engineers assert will defy all foreign competition in point of initial cost, upkeep and power output.

Chairman O'Connor Talks

Sale of the United States shipping board's merchant fleet to private owners, who are American citizens and competent to meet the competition of foreign shipping, will go forward "as rapidly as possible," T. V. O'Connor, chairman of the board, said in an address recently in New York.

"I shall always use my one vote to advance the sale of government ships as rapidly as is consistent with a permanent merchant marine," said Mr. O'Connor. "The Americanism of the buyer, his financial ability and his seagoing experience are to be the most important element in the consideration of a sale."

Mr. O'Connor was one of the four majority members of the shipping board to vote in favor of the sale of the five President-class liners now operated by the Pacific Mail Steamship Co., as the California-Orient line, to the Dollar Steamship Co., a sale held up by injunction proceedings by the Pacific Mail which bid against the Dollar interests for the vessels.

"If the American merchant marine is to be kept on the ocean for all time under private ownership, the only guarantee of such permanency is the ability of the owners to make money," Mr. O'Connor continued. "I like to see the American flag carried across the oceans by private operators, but I don't want to start an operator on a trip that he cannot finish. I do not want American shipping men to become 'Little Red Riding Hoods' and be swallowed up by the wolves.

"We have decided to stay on the ocean. Congress has decided in favor of private operation as soon as possible, and I believe that is the decision of the majority of the people of this country."

General offices of the United Fruit Co. have been moved from 131 State street, Boston, to the First National Bank building at 1 Federal street, Boston.

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From the Old Log Book

Stray Items About the Great Lakes, Atlantic, Pacific and Gulf Coasts and Inland Rivers from MARINE REVIEW Files of 10, 20, 30 and 40 Years Ago

May 1885

IN AN editorial 40 years ago it was noted that a committee of the New York Maritime exchange, composed of some in favor of free ships and some who were not, had formulated a plan to make congress acquainted with the views of business men on the subject of the merchant marine. The idea being that if American shipping was to be revived, the government must come to its aid. The problem today is the same. If a plan could be worked out to make congress acquainted with the views of business men, some hope for the future of the merchant marine would be justified.

* * *

We find that navigation had just opened on the Great Lakes, the definition being an unobstructed thoroughfare between Buffalo and all points westward. The time of opening has usually been during the latter half of April. In 1801 *and* 1810 *this article goes on to say, Buffalo was ice bound until June. On the other hand, navigation was possible the entire winter of* 1845. *The usual time for the close of navigation is any time during the month of December.*

* * *

It is interesting to note that the first steam vessel to ply the waters of Lake Ontario was built in 1816 at Sacketts harbor. She was named the Ontario and her first commender was Capt. Francis Mallaby, United States navy. She had a beam engine of 20 horsepower and a boiler 17 feet long by 3½ feet diameter and she had a speed of 5 miles per hour. Her service ended in 1832 when she was broken up.

May 1895

THE MARINE REVIEW 30 years ago recorded the fact that Great Britain had subsidized the big new steamers CAMPANIA and LUCANIA with the understanding that they were to be used by the admiralty in time of war, and then went on to say that this made a total of 12 Atlantic liners, four of which were Cunarders, on the British subsidy list. Great Britain, with a traditional policy of free trade, found it then and has found it since, in the interest of its national welfare to aid private owners and operators in building and maintaining fine vessels in the major strategic trade routes. Our own government with an equally solid traditional policy of protection for home industries insists that shipping in the foreign trade must shift for itself. What stronger argument could be cited to prove the vital necessity of government aid to our private operators in important avenues of ocean travel, and the entire propriety of such aid, as regards our relations with foreign competitors?

* * *

We learn that Washington L. Capps, secretary and treasurer of the Society of Naval Architects and Marine Engineers had issued a notice for the third annual meeting of the Society in New York on Nov. 7-8, 1895. *The society was founded in* 1893 *and will hold its thirty-third annual meeting Nov.* 9-14 *this year, in New York. So time passes and many of our institutions are beginning to gain the prestige and to take on the dignity that age alone can give.*

* * *

Past Assistant Engineer W. M. McFarland, United States navy, described the manner of conducting trials of navy ships, particularly the Bancroft or standardized screw method. W. M. McFarland is now manager of Babcock & Wilcox Co., and might rightly be called the dean of the marine engineering profession in the United States.

May 1905

PEARY'S new arctic ships the ROOSEVELT was fully described. She was designed by William E. Winant. The hull was built, of wood, at Bucksport, Maine, by McKay and Dix, and the machinery was built and installed by the Portland Co. Her hull was specially constructed to withstand the hardest service. We know now that Peary reached the North Pole, and that the unfaltering courage and persistance in the face of terrible hardships of this leader and his companions, belong to the best traditions of American seamanship.

* * *

History, particularly marine history often repeats itself. An editorial in the Marine Review (then a weekly) for May 4, 1905 strongly condemned the practice of spending American money to build vessels in foreign yards.

* * *

The S. S. AMERIKA *a new twin screw vessel for the Hamburg-American line we are told was launched from the yard of Harland & Wolff, Belfast on April* 20. *In April* 1917 *she was seized by the United States government and used as a troop transport. She is now one of the transatlantic liners of the United States Lines.*

* * *

Twenty years ago the shipyards of the country were engaged in building 13 battleships, 8 armored cruisers, 3 protected cruisers, 2 gunboats and several other craft for the navy. The completeness of the present holiday in naval ship building is startling by comparison with this record.

May, 1915

AN ACCOUNT was given of the sinking of the American bark WILLIAM P. FRYE, Jan. 28, in the South Atlantic by the converted German cruiser PRINZ EITEL FREDERICK. Loss of this fine vessel, it said, "caused a pang of regret in American marine circles". The sinking of the FRYE was evidently accepted at this time as within the rights of a belligerent and no one dreamed how great the losses of merchant tonnage were to be as the war progressed.

* * *

We learn that the S. S. Saint Andre had the distinction on March 16, 1915, of being the first French merchant vessel to pass through the Panama canal. She was bound from Tahiti to Glasgow with 6800 tons of ore. Today the Panama canal is the most important gateway of travel in the world exceeding even the Suez canal. It is difficult to conceive of any public enterprise more richly justified and successfully carried out.

* * *

John Englis the famous Greenpoint shipbuilder died at the age of 82. *He had been for many years the principal figure in the shipbuilding firm of John Englis & Son where many well known Hudson river, sound and coasting steamers were built among which were the* DANIEL DREW, OLD COLONY, GRAND REPUBLIC, CITY OF MEXICO and CITY OF NEW YORK.

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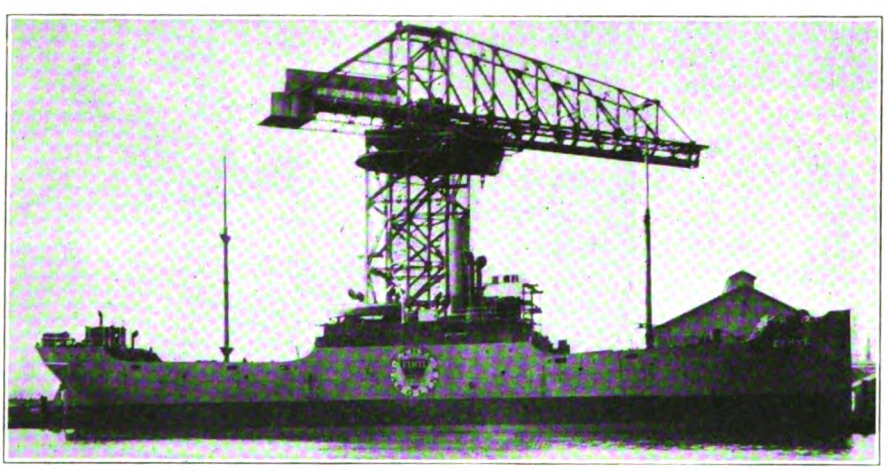
Another Idle Ship Goes to Work

The Steamship Ethyl Equipped as a Floating Laboratory To Extract Bromine from the Sea—Others May Follow If Venture Is Successful

SINCE the time when Jason and the argonauts set sail in quest of the golden fleece, romance has always attached to ships that go to sea in search of treasure. Something of just such a romance is connected with the forthcoming trip of the steamship ETHYL, formerly the United States shipping board vessel LAKE HARMINIA, which was recently reconditioned for what is perhaps the most unique voyage ever undertaken for either commercial or scientific purposes.

To overcome a world shortage of bromine, which threatens both industry and science, the steamship ETHYL, equipped as a complete chemical plant, was scheduled to sail from Wilmington, Del., April 15 to search the seas for this raw material, essential to medicine, to motion pictures, to photography, and to the ethyl fluid of motor fuel. Refitted as a factory for recovering bromine from sea water, the ETHYL will call at no port, and roaming the ocean, will contract her cargo from its waters. She is manned by chemists and chemical engineers equipped with modern equipment for their difficult task of extracting the very small amount of bromine in sea water.



THE S. S. ETHYL AT WILMINGTON, DEL., READY FOR HER STRANGE VOYAGE TO EXTRACT BROMINE FROM SEA WATER

The production of ethyl fluid, which is being added to gasoline in order to increase its efficiency as a motor fuel, requires large quantities of bromine in its manufacturing processes. It is the necessity of supplying this bromine that has led to the development of the bromine recovery processes, since the quantities now being taken from the brines in Michigan, Ohio and elsewhere in this country are inadequate. It may reasonably be expected that the success of this venture will not only contribute a radically new development in chemical industry, but will also provide an economical source of an essential material, that in turn will yield a tremendous saving in the operation of motor cars and trucks.

Sea water is a veritable treasure trove of valuable chemicals, if only methods were available for their successful extraction. These chemicals have been washed from the soil by rains and carried by fresh water streams to the ocean, where they have accumulated to the extent that 35 parts of solid matter are contained in every 1000 parts of sea water. Roughly, three-quarters of the total solids is common salt, which is already recovered on a commercial scale in many parts of the world. But bromine, the constituent in which the chemical industry is so widely interested, makes up less than seven one-thousandths of one per cent of the weight of the water.

Chemical experts, members of the American Chemical society estimate that 1700 gallons of seawater contain one pound of bromine. Hence, it is the ETHYL'S mission to remove this seven one-thousandths of one per cent of bromine in the seawater, with which it is planned to refill the world's bromine storehouses, emptied by the rapid development of ethyl gasoline in automobile operation.

The chemists in the laboratories of the E. I. du Pont de Nemours Co., it is stated, have developed an unique method of recovering bromine without tedious and costly evaporation. Large scale experiments indicated that their process was practical for plant operation and they were immediately forced to face the problem of locating such a factory. To be near its source of raw material it had to be on the seashore, yet there, sand, sewage and impurities in the water greatly handicapped operations. They found a natural solution for their problem in a floating factory, free to move about at will in order to take advantage of the slight differences of composition and temperature that affect the recovery process.

So it was decided to purchase from the shipping board one of its idle vessels, a lake type freighter, which had been lying at Hog Island for many months. Within its hull the necessary chemical equipment was installed, a laboratory was provided for the required chemical control and research, and, housing facilities were fitted for the men who manned the ship and carried on its manufacturing processes.

In an official announcement of the voyage, A. M. Maxwell, vice president of the Ethyl Gasoline Corp., 25 Broadway, New York, owner of the vessel, said that this new process of bromine extraction is expected to yield 100,000 pounds of bromine per month. To produce this quantity, the ETHYL will draw aboard 7000 gallons of seawater a minute. "The voyage," Mr. Maxwell continued, "is an experiment unique both in chemical manufacture and commercial navigation. The success of this venture may give an entirely new aspect to the manufacture of bromine which heretofore has been laboriously recovered from mineral springs and from the potash deposits of Germany. Success, furthermore, may mean the equipping of a fleet of bromine ships and the creation of floating chemical industries for the recovery from the seas of other valuable constituents to enrich mankind.

"The ETHYL, an oil burning steamship of 4300 tons deadweight, was purchased from the United States shipping board at a price comparable to or even below that at which land on the seashore could be purchased for the plant it carries.

"So great a quantity of water is drawn in that the recovery plant has been built on a ship, because by placing the machinery actually at or below the water line the energy required for pumping seawater is reduced to a minimum. Further, the effluent is readily dissipated by the waves, thus completely avoiding the problem of sewage disposal."

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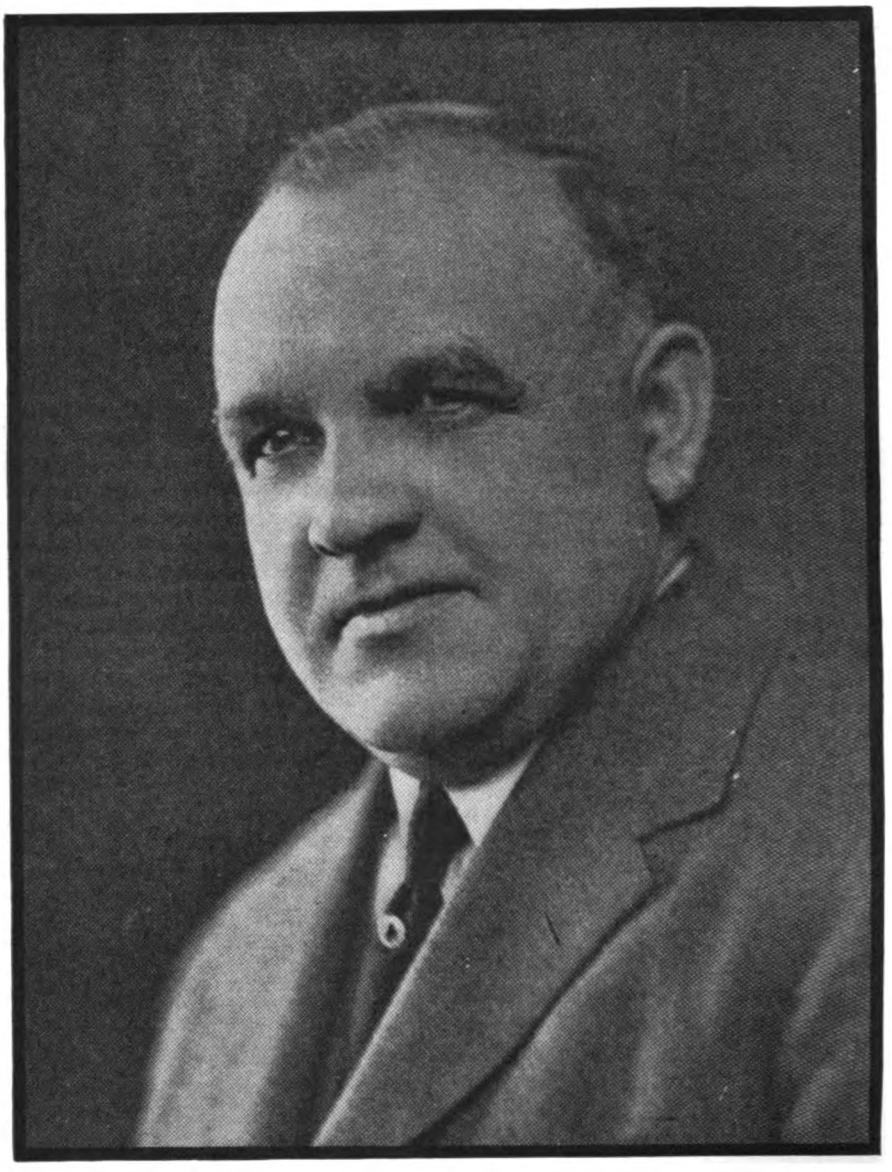
A. O. Backert
1876-1925

A GREAT leader whose activities touched almost all branches of industry was lost through the death of Adolphus O. Backert, which was caused by heart failure at his home in Cleveland on Friday, April 24. Not only was Mr. Backert president of the Penton Publishing Co., proprietor of MARINE REVIEW, but at the time of his death he was also a member of the executive committee of the National Publishers association and secretary of the Foundry Equipment Manufacturers' association. He had been both secretary-treasurer and president of the American Foundrymen's association and president of the Associated Business Papers Inc., to enumerate only a few of his manifold activities.

During the war he was prominent in the emergency shipbuilding program through his connection with MARINE REVIEW and the bureau which was established in Washington by the American Foundrymen's association to assist in the production of castings. His work in this connection was recognized when, during his term of office as president of the Foundrymen's association, one of the Hog Island ships was named the AFOUNDRIA, and so christened by Mrs. A. O. Backert at the launching on Sept. 30, 1919. This vessel, now operated by the Mobile Oceanic Line, has recently received an honorable mention, as given on page 192 of this issue.

Adolphus Otto Backert was born at Cleveland, Feb. 3, 1876, son of Anton and Jennie, nee George, Backert. He was graduated from Central High school and for several years attended Western Reserve university. After serving for several years as political reporter for the *Cleveland World,* he became associate editor of *Iron Trade Review* and *The Foundry,* being in charge of the Pittsburgh office from 1900 to 1906. He was western editor for the *Iron Age* with headquarters at Chicago from 1906 to 1908. Since the latter year he had been editor of *The Foundry,* and from 1908 to 1913 he was also engineering editor of *Iron Trade Review.* In that year he became vice president and general manager of the Penton Publishing Co. In 1924 he was elected president and general manager of the Penton company.

Mr. Backert was widely known throughout industry not only in this country, but also in England, France, Germany, and even Australia. He was secretary-treasurer of the American Foundrymen's association from 1914-1918 and was elected president of the association for the term of 1918-19. During its organization, he was secretary and later an honorary member of the Foundry Supply Manufacturers' association. He was also secretary of the Foundry Equipment Manufacturers' association from its inception to the time of his death.



Adolphus Otto Backert

Mr. Backert conceived the idea of the Allied Metal congress which was held in Milwaukee in 1918. He went to Europe in 1919 to invite personally foreign foundrymen to the Inter-Allied Foundrymen's convention and exhibit at Philadelphia. While abroad he was the guest of honor at British Foundrymen's dinners and of a number of leading British iron and steel and metalworking interests as well as in France.

Besides his business activities, he was the writer of a number of authoritative books and papers upon foundry practice and iron and steel activities. He edited the *A B C of Iron and Steel,* was past president of the Associated Business Papers, Inc., member of the executive committee of the National Publishers' association; member of the Iron and Steel Institute, London; of the American Iron and Steel Institute; of the American Institute of Mining and Metallurgical Engineers, and of the Cleveland Society of Engineers; honorary member of the American Foundrymen's association; also a member of the Cleveland chamber of commerce, the Cleveland Athletic club, the Clifton club, and the Rotary club.

He was married to Beatrice M. Fielding July 3, 1899, at Windsor, Ont. He is survived by the widow, his daughter Edith Beatrice, his mother and two sisters.

No organization, group or activity with which Mr. Backert was associated was allowed to drift aimlessly. He quickly analyzed weaknesses, organized the remedial forces and carried them to victory. His practical optimism was felt not only by the individuals with whom he came in contact but by entire industries. He was a forceful fighter, but a fair and respected opponent. His aggressiveness always was constructive. He was a builder.

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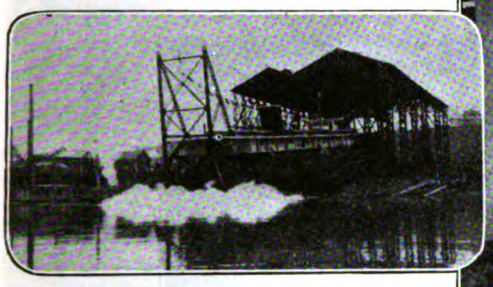
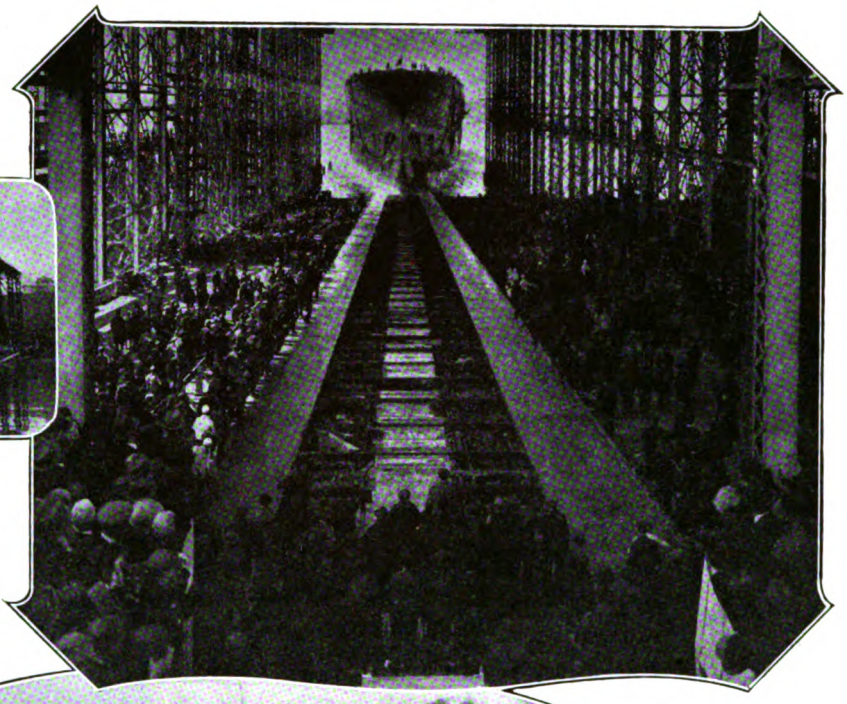
Latest Marine News in Pictures

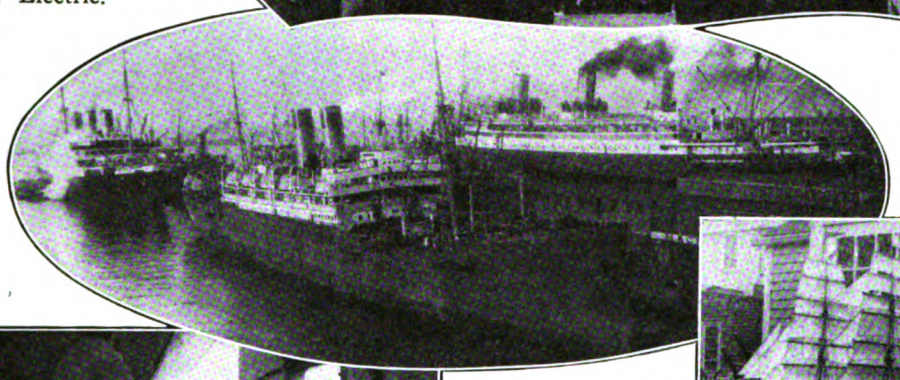
Launch of the Clackamas, a powerful pipe line dredge built by and for city of Portland, Ore. All electric drive, of Westinghouse make

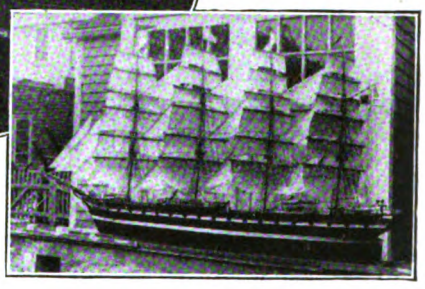




U. S. Airplane Carrier Saratoga launched at New York Shipbuilding Corp., Camden, N. J. April 7—888 feet long, 105 feet beam, 74 feet deep—speed 40 statute miles per hour; displacement 33,000 tons; horsepower 180,000. Electric drive made by General Electric.

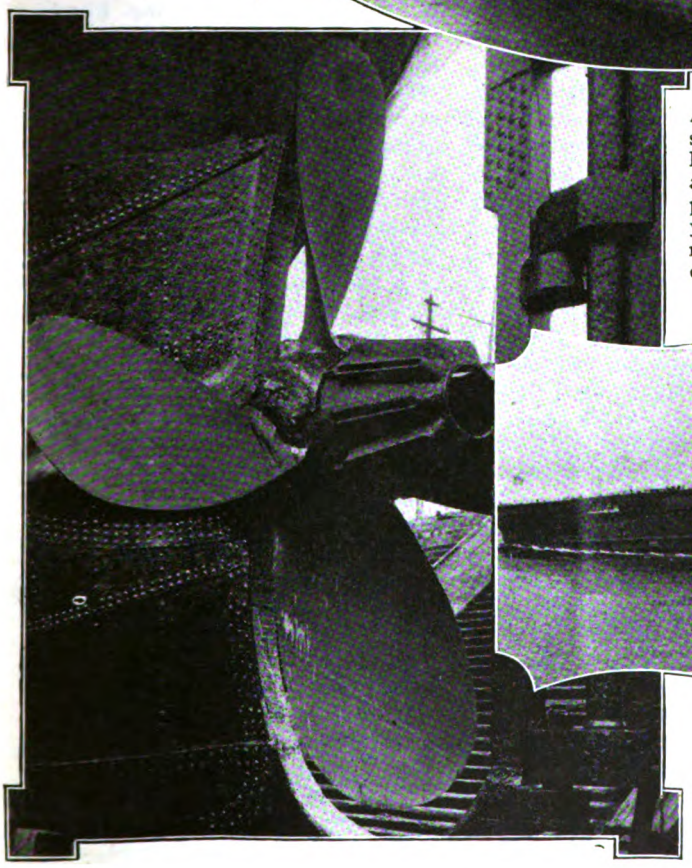
At right, a section of Morse D. D. & Repair Co.'s plant in Brooklyn. The Pres. Arthur in center the Resolute in back of her and the Reliance in dry dock

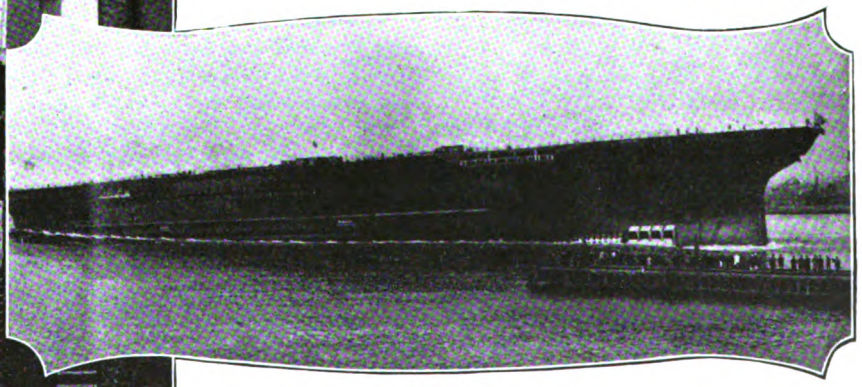




Fine model of a square rigger owned by Newcomb Carlton, made by an old Danish sailor. It's 9 feet long by 6 feet high

At left, a device secured to propeller of tanker Shenandoah at Robins plant, Todd Shipyards, to decrease revolving motion of water, and so to increase thrust





U. S. S. Airplane Carrier Saratoga, partially water borne. She is the fifth vessel to bear her name on the rolls of the navy. Originally intended as a battle cruiser

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Heads American Shipbuilding Co.

Alfred G. Smith Becomes President of the Largest Shipbuilding Organization on the Great Lakes—He Succeeds M. E. Farr, Who Resigned Last Fall

HIS heritage, his industrial training and his life work are the building of ships for the inland seas.

UNDER his supervision was carried out the government program of shipbuilding on the lakes during the war.

MANY are his accomplishments and achievements in the construction and development of ships.

SHIPBUILDING has been the heritage and the career of Alfred G. Smith, recently elected president of the American Ship Building Co., Cleveland. Coming from a family of shipbuilders, he followed the vocation of his father and at an early age entered the industry, to which ever since he has devoted his energies. A practical grasp of the business of building ships and capacity as an executive are the qualities which have won for Mr. Smith steady promotion and advancement. His thorough training and experience in the shipbuilding industry have prepared him by logical sequence to be the head of a great company.

His election as president comes therefore as a well deserved recognition of his all around fitness. He succeeds in this office, M. E. Farr, Detroit, who resigned at the annual meeting last October. The American Shipbuilding Co., is the largest organization in the business of building and repairing ships on the Great Lakes.

He knows ships, from stem to stern and keel to topmast. His familiarity with construction problems and his ability in solving them, have gained for him the solid backing and loyalty of his organization. Big physically and mentally, he personifies uniquely the spirit of his craft and of accomplishment.

Following the footsteps of his father, Mr. Smith started an apprenticeship with the old Globe Iron Works, Cleveland. His father was connected with that organization until his death in 1903, at which time he occupied the position of superintendent. Mr. Smith's four brothers are also engaged in the industry as shipbuilders or naval architects and surveyors. The Globe plant now constitutes the Cleveland unit of the American Ship Building Co.

Identification with various plants on the Great Lakes, has made possible for him a wide knowledge of the modes of construction and operation of lake shipyards. At the time of the merger that brought forth the American Ship Building Co., in 1899, he was foreman of construction at the plant of the Cleveland Shipbuilding Co., at Lorain, O. He soon returned to the American Ship Building organization. Later he went to Buffalo as superintendent of the Buffalo Dry Dock Co., one of the plants of the consolidated company. As his career developed, he went to South Chicago, Ill., as general superintendent of the Chicago Shipbuilding Co., another unit of the American Ship Building Co. At the Chicago works in 1905, under Mr. Smith's direction were constructed the W. E. COREY and E. H. GARY, two of the original four boats of the Pittsburgh Steamship Co., and at that time, the largest freighters on the Lakes. In 1914 Mr. Smith became general manager of the American Ship Building Co., with headquarters in Cleveland. Later he was elected vice president. All during the war he occupied the position of vice president of the American Ship Building Co. in charge of plant operations. As such he was chief directing officer for the carrying out of the larger government program of shipbuilding on the Great Lakes.

During the period of the war, the American Ship Building Co. constructed 176 vessels for the shipping board, and 32 on contract for the British government. In addition to governmental contracts the company also constructed eight or ten ships for commercial use. Plants were working day and night, and rapid expansion was the order to accommodate greatly increased activity. Repair shops were developed into production units and 27,000 persons were employed.

With the exception of the period from 1908 to 1914, Mr. Smith has been connected with the American Ship Building Co. since its formation. He is a member of the Society of Naval Architects and Marine Engineers.

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Lake Carriers Meet in Detroit

Fight To Preserve Lake Levels—Steps To Be Taken To Reduce Hazards of Collision—Protective Association Rates Up Due To Heavy Loss in 1924

REPRESENTING the ownership of 419 steel vessels with a gross tonnage of 2,182,697 the Lake Carriers association held its annual meeting at the Detroit Athletic club on April 16. Directly or by proxy approximately 80 per cent of the vessel property in the association answered the roll call. William Livingstone, for more than half a century a dominant figure in lake navigation and since its inception president of the Lake Carriers association, presided. All of the retiring officers were re-elected for the ensuing year, and their names with those of the members of the executive committee and directors are given in the accompanying inset. The real work of the association is carried on during the course of the year by the officers and special committees and little attempt is made at a brief meeting of this sort to transact more than the required routine business.

A spirited discussion however followed a proposal by A. E. R. Schneider, one of the larger operators and a member of the executive committee, that the association request the Federal government to issue definite compulsory rules and regulations so that all vessels would be compelled to follow prescribed inside and outside courses in navigating the American waters of the lakes from one end to the other. Members though keenly aware of the losses which lack of such control has entailed in the past were not ready without longer and closer consideration to ask the Federal government to step in, and so this important question will be deliberately considered by a special committee representing all views, and the appointment of such a committee was authorized.

Inherent Vice In Grain

Mr. Schneider also called the attention of the association to the unjust losses suffered by vessels due to the construction of grain bills of lading in that the vessel is held responsible for deterioration in grain due to inherent vice in the grain itself. Harvey D. Goulder, counsel for the association, requested that action on this matter be suspended until an investigation which is now going on in Buffalo in connection with a lawsuit into the whole question of grain deterioration, due to inherent vice, moisture in the grain, and all other causes, is completed. After the completion of this investigation the facts necessary for an intelligent revamping of the present bills of lading may be available. This suggestion was approved.

In the controversy now on, to prevent the diversion of lake water into the Chicago drainage canal for sewage disposal, and which has been won legally, morally, and as a matter of common justice, Harvey D. Goulder has been the leading figure. He explained in some detail the insurmountable practical difficulties, in this intricate and complicated case, which effectively block any immediate relief. The history and progress of the case has been fully reported in the three previous issues of the Marine Review. The present necessary allowable diversion at Chicago, by all consensus of opinion has directly lowered the lake levels by six inches over and above any natural fluctuation in levels due to any and all other causes.

To keep Chicago in line is now the real fight. He pointed out that the legal officers of six lake states were, in the interests of their own states, presenting a solid united front to maintain this status.

The question of depth of water on the lakes will affect the interests of the entire country, as the freight charged is ultimately paid for by the purchaser of the products made from grain and steel. Low transportation costs on the Great Lakes where such stupendous quantities of raw materials are moved are of tremendous economic importance and of vital concern to all the people of the nation and they should realize that their interests are at stake.

Great Lakes Protective Association

Though composed of members of the Lake Carriers association the Great Lakes Protective association is an entirely separate and distinct body. The annual meeting was held at the Detroit Athletic Club the afternoon of April 16. J. S. Ashley, chairman of the advisory committee, presided. This association carries 25 per cent of the vessel insurance of its members. Owing to the groundings due to low water, the number of collisions, and the exceptionally hard weather toward the end of 1924, the accidents for that year were so heavy that the returns show a net loss of over $107,000.

In order to get each individual members to exercise the greatest possible care, a resolution was proposed changing the basis on which profits should be divided, so that a member would get back in profits only what he earned. This aroused lively comment and it was finally decided to appoint a special committee to consider this matter, and also another resolution offered, to the effect that all vessels of the association should be classified.

The following members were elected to serve as the advisory committee: J. S. Ashley, chairman, H. Coulby, C. L. Hutchinson, C. D. Dyer, H. K. Oakes, A. E Cornelius, Wm Livingstone, F. I. Kennedy, A. E R. Schneider, John T. Kelly, A. F. Harvey, and R. W. England.

The meeting of Lake Carriers was fittingly topped off by a banquet at Athletic club, which was marked by an exceptional exhibition of the high esteem in which the members hold their president, William Livingstone, the grand old man of Lake shipping.

Officers

Lake Carriers Association

President
William Livingstone

Vice President
J. S. Ashley

General Counsel
Harvey D. Goulder

Secretary and Treasurer
Geo. A. Marr

Executive Committee

William Livingstone, chairman, H. S. Wilkinson, C. L. Hutchinson, H. Coulby, C. D. Dyer, John J. Boland, G. A. Tomlinson, J. S. Ashley, J. C. Evans, A. E. R. Schneider, A. F. Harvey.

Alternates

John L. Kelly, A. C. Sullivan, A. W. Thomson, W. P. Schaufele, W. H. McGear, J. Burton Ayers, James McAlpine, H. K. Oakes.

Directors

Cleveland

J. S. Ashley, A. T. Kinney, W. D. Becker, H. K. Oakes, R. W. England, A. E. R. Schneider, A. F. Harvey, A. W. Thomson, Chas. O. Jenkins, F. I. Kennedy, F. A. Bailey, Walton H. McGean, H. Coulby, W. P. Schaufele, H. D. Goulder, W. G. Stewart, C. L. Hutchinson, Geo. H. Warner, H. A. Rock, J. Burton Ayers, Geo. A. Marr, C. C. Canfield, C. J. Peck, A. H. Ferbert, Geo. H. Steinbrenner, Gordon B. Houseman, G. A. Tomlinson, John T. Kelly, Fayette Brown.

From Other Cities

Howard L. Shaw, Bay City, Mich., John J. Boland, Buffalo, J. C. Evans, Buffalo, J. B. Rodgers, Buffalo; H. F. Hughes, Chicago, A. C. Sullivan, Chicago, William Livingston, Detroit, C. D. Dyer, Pittsburgh, W. P. Snyder Jr., Pittsburgh, H. S. Wilkinson, Syracuse, N. Y.

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South American Trade Improves

Shipments from the United States to South American ports show an increase over previous years and American ships sailing from New York are taking capacity cargoes, according to recent information from officials of the Munson Steamship Line, which operates the Pan American Line for the Fleet corporation. C. B. Kellogg, the energetic vice president of the company in charge of export traffic said:

"Exports of automobiles to southern countries which usually begin to drop off at this season of the year are continuing in excellent volume. The outlook is for a satisfactory business in agricultural implements, which is now just getting under way.

"Conditions in the Argentine are particularly good. Shipments to Brazilian ports are restricted by the congestion prevailing at Santos, which has also affected Rio de Janeiro, with the result that we have been compelled to limit acceptances to these two ports. The Brazilian difficulties are due in part to the prosperity of the country last year, leading to exceptional heavy imports that exceeded the capacity of the port and transportation facilities."

Frank C. Munson, president of the company, commenting on the South American situation in general, said that the volume of business had been very satisfactory on outward vessels but not so good on inbound ships. "The Santos tie-up is a very serious detriment, as about 50 vessels are idle there waiting for berths to discharge or load," Mr. Munson added, "the Brazilian government, it is hoped, will take some remedial stand in this matter and put some officials at work, to improve conditions.

"The fastest service to and from South America is mantained by the shipping board liners managed and operated by the Munson line. The volume of passenger traffic is holding up well considering the predisposition of the Argentinians and Brazilians to hold to their old routes of travel and to plan vacations in France and England. The advertising in this country has helped, but consistent and continued efforts must be made in South America to turn the tide of travel to a still greater extent toward the United States. This is a matter to which we are giving careful attention, and excellent results are anticipated."

Marine Dinner - May 7

The assistant secretary of commerce, J. Walter Drake, and E. A. Filene, a Boston merchant, will be the speakers at the 1925 spring banquet of the American Marine association which will be held at the Waldorf-Astoria hotel Thursday evening, May 7. A musical program will be given by the New York navy yard band, and a special feature of the entertainment is being arranged.

The banquet will be carried out in accordance with the custom of the American Marine association as a general "get-together" preliminary to the **marine show** to be held at the Two Hundred and Twelfth Anti-Aircraft armory, Sixty-second street and Columbus avenue, New York, Nov. 9-14, 1925. The arrangements for the banquet will be in charge of the following committee: W. Z. Gardner, chairman, D. H. Primrose, Fred Webster, George Weiss, Harry Parsons, A. W. Miller, M. L. Chapman.

March Lake Levels

The United States lake survey reports the monthly mean stages of the Great Lakes for March, 1925, as follows:

Lakes	Feet above mean sea level February	March
Superior	600.96	600.80
Michigan-Huron	578.24	578.38
St. Clair	572.71	573.41
Erie	570.49	570.91
Ontario	244.41	245.20

Lake Superior is 0.16 foot lower than last month, and 0.26 foot lower than a year ago. Lakes Michigan-Huron are 0.14 foot higher than last month, and 0.31 foot lower than the low March level of a year ago. Lake Erie is 0.42 foot higher than last month, and 0.31 foot lower than a year ago. Lake Ontario is 0.79 foot higher than last month, 0.32 foot higher than a year ago, and 0.21 foot below the average stage of March of the last ten years.

Need Basic Plan To Build Up Marine

THAT there is a sincere and determined effort on the part of big business men to take some action to help to place the American merchant marine on a sound footing is evidenced by the recent meeting of a large group of the leading business men of the country at the rooms of the Merchants association in New York. The meeting was called by Richard F. Grant of Cleveland, as president of the chamber of commerce of the United States and was attended by Secretary of Commerce Herbert C. Hoover. After the meeting the following statement was issued:

"This meeting was called to consider the serious condition of the American merchant marine. In spite of all the millions, in fact billions, expended on it by the government during the past eight years it seems today not much closer to definite establishment on a sound and permanent basis than it was before the war, when, as a matter of fact, practically all the general ocean carrying trade, other than in coastwise shipping, was in foreign hands.

"It was the unanimous judgment of those present at the meeting today that the establishment and maintenance of an American merchant marine is essential to the economic welfare of the country and for the national defense in the event of war; and that this is dependent upon a national policy, comprehensive in scope and permanent in character, which does not exist today.

"It was the sense of the meeting that there is urgent need for a comprehensive study and investigation of the problem in all its principal phases and the formulation of a national policy for the merchant marine which will not be dependent on expedients but will place it on a sound and stable basis.

"The meeting unanimously joined in a request to the president of the chamber of commerce of the United States to proceed, as early as practicable, to the organization of a general conference composed of representatives of all interests concerned throughout the country, and that this conference, acting through subcommittees or otherwise, make a comprehensive survey of the condition of the American merchant marine and the steps necessary to be taken to establish it on a successful basis."

Some of those who attended the conference were:

H. H. Raymond, president of the Clyde Steamship Co.
Frank C. Munson, president of the Munson Steamship Line.
R. H. M. Robinson, president of the American Ship and Commerce Corp.
John H. Thomas, vice president of the International Mercantile Marine Co.
Benjamin Rush, President of the Insurance Company of North America, Philadelphia.
Irving T. Bush, president of the Bush Terminal Co.
Lewis E. Pierson, chairman of the board, Irving Bank-Columbia Trust Co.
R. F. Bausman, Washburn-Crosby Co.
Capt. A. B. Dunning, United Fruit Co., Boston.
A. C. Bedford, chairman of the board, Standard Oil Co. of New Jersey.
A. J. Brosseau, president of the Mack Trucks, Inc.
Julius H. Barnes, president of the Barnes-Ames Co., Duluth, Minn.
C. W. Lonsdale, president of the Simonds-Shields-Lonsdale Grain Co., Kansas City, Mo.
A. S. Murray, general manager of the General motors Export Co.
F. De. St. Phalle, vice president of the Baldwin Locomotive Works.
Mr. Crawford, traffic manager of the Baldwin Locomotive Works.

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Dock Management Progress Section

How Successful Dock Operators Have Met Problems of Giving Best Service to Ships

Building Big Terminal at Memphis

PIONEERS in the revival of river barge transportation for steel products, the Jones & Laughlin Steel Corp. of Pittsburgh also is the first to establish its own terminal and warehouse facilities in Memphis to serve the central southern and southwestern territory.

Day and night workmen are busy on the property which, located on the Wolf river diversion canal a mile from its entrance to the Mississippi river, is to cost $250,000. The canal location was chosen because of the freedom from strong currents and high water. The H. W. Nelson Co. of Chicago has the contract.

At present one terminal unit is being built, but space is provided and construction planned with a view to adding five others as soon as practicable.

Will Transship at Memphis

Steel will be transshipped at Memphis to Mississippi, west Tennessee, Kentucky, Arkansas and to points in Texas, while Louisiana consignments will continue by barge. Two double-track railroad bridges, immune to high water, cross the Mississippi river at Memphis.

The first terminal is to be equipped with a 10-ton traveling crane of cantilever construction, which will have a 300-foot runway with 80-foot centers. The crane will load river barge cargoes into railroad cars on a double track, or will carry the steel beyond the railway to electrically-operated truck trains running on a wide concrete platform from the terminal to the warehouse 300 feet away. Fifteen hundred feet of double track railroad is being laid for the first unit.

The warehouse is to be of concrete and factory steel construction, and the steel at present is in process of shipment from Pittsburgh. It is estimated the entire plant will be in operation two months after this steel arrives.

The warehouse is to be 124 x 240 feet, with storage space of 30,000 square feet. The concrete platform will extend around two sides of it. Construction is with a view to adding to the warehouse on the rear, almost to double its capacity. When this is done the platform will be built all the way around it, and another double-track railroad will be built on the new side, so that there will be railroad facilities both front and rear.

A 12,000-volt transformer station is being installed, to operate the derrick and truck trains and for lighting purposes.

Will Dredge Harbor

As soon as dredge boats can be obtained, the company will dredge the harbor, depositing the dirt into the sites of the proposed additional terminal units. Heavy sheet steel piling is being driven the full length of the plant as protection in flood-times. However, no fear of high water damage to the land units is felt, the warehouse floor being at an elevation to withstand 48 feet on the Memphis gage.

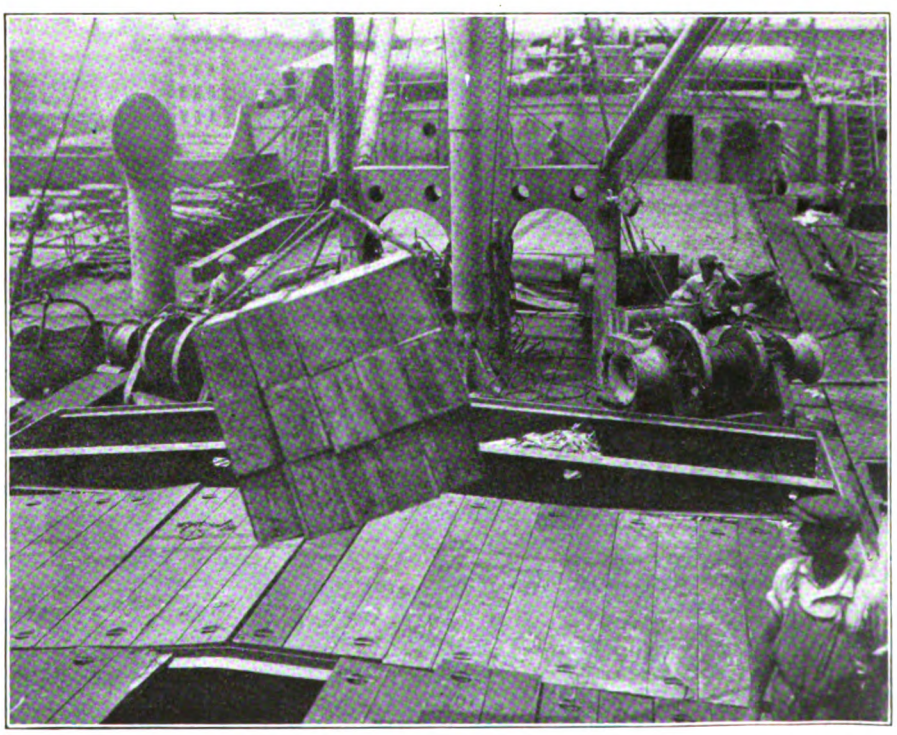
Steel for transshipment will be loaded direct into railroad cars at the terminal and sent on its way. Or if it is to go to a point down the river, will remain on the barge after other orders have been removed. At the same time that steel is being loaded onto the cars, other steel for storage can be passed beyond them and placed on the trucks to be sent to the warehouse, without interference.

At present all steel handled through Memphis passes through the Municipal River-Rail Terminal and Warehouse, which is across the city from the Jones & Laughlin site. A. S. Castle, manager, estimates that at least 50,000 tons annually pass through the terminal.

Buffalo Improves Port

New plans involving the expenditure of $5,000,000 for elaborate harbor developments of the port of Buffalo have been prepared and have received the enthusiastic approval of the citizens committee on harbor improvement of the chamber of commerce.

These plans call for the construction of nine slips extending from a point west of the foot of South Michigan avenue to the west bank of the Buffalo river.



HANDLING AND STORING CARGO ECONOMICALLY IS A PROBLEM WHICH CALLS FOR MUTUAL APPRECIATION BETWEEN THE SHIPOWNER AND THE STEVEDORE

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Late Flashes On Marine Disasters

Brief Summaries of Recent Maritime Casualties— A Record of Collisions, Wrecks, Fires and Losses

Name	Date	Nature	Place	Damage Resulting
Ardmore	Mar. 18	Collision	Ambrose Channel	Bow
Abadesa	Mar. 15	Grounded	Rock Lighthouse	Floated
Annie B	Mar. 21	Sank	So. Melville	Not stated
Asaka Maru	Mar. 14	Collision	Aberdeen	Above water line
Astoria	Jan. 5	Grounded	Gray's Harbour	Consid.
Athenee	Mar. 25	Ashore	Point des Almadies	Not stated
Alvarado	Mar. 11	Grounded	Not stated	Not stated
Antonio	Mar. 25	Collision	Genoa	Consid.
Axenfels	Mar. 30	Collision	Not stated	Undam.
Bienville	Mar. 19	Fire	New Orleans	Serious
Bantu	Mar. 19	Struck bot.	Talara lighthouse	Slight
Braheholm	Mar. 28	Ashore	Helsingdorg	Not stated
B (Lt. 1,153)	Mar. 26	Collision	Bishop	Stern
Bendigo	Mar. 27	Collision	Danger Point	Slight
Corvin	Mar. 17	Stranded	Butrinto	Undam.
Christine Sell	Mar. 27	Grounded	Harbour Soller	Below water line
Croham	Mar. 27	Collided with pier	Aberdeen	Not stated
Captain A. F. Lucas	Mar. 30	Collision	Not stated	Undam.
Claus Heinrich Carstens	April 1	Grounded	Spittal Point	Not stated
City of Charleroy	Mar. 26	Struck wall	Brussels Canal	Slightly
Conehatta	Mar. 13	Collision	Northeast End Lightship	Not stated
Clemencia	Mar. 17	Disabled	Halifax	Leaking
Chiquimula	Mar. 22	Disabled	Jamaica	Loss of sails
Capt. A. F. Lucas	Mar. 30	Collision	Bay	Not stated
Concho	Mar. 20	Fire	Galveston	Slightly
Capt. Joseph Plisson	April 1	Disabled	Havre	Boilers leak.
Carlotta	April 8	Struck rocks	Fort Erie	Shoe, rudder and wheel
Clan Monroe	April 9	Collision	Flushing	Not stated
Cletus Schneider	April 13	Stuck in ice	Georgian Bay	Undam.
Claus Henrich Carstens	Mar. 25	Weather	Berwick	Cargo
Certo	Mar. 23	Fire	New York	Cargo
Christian Horn	Mar. 26	Collision	Blackwall Point	Undam.
Dromore	Mar. 17	Disabled	Stornoway	Bottom
Durenda	Mar. 11	Struck bank	Suez Canal	Bot. plating
Daisy Putnam	April 5	Disabled	Coos Bay	Lost rudder, leaking
Despina	Mar. 23	Disabled	Santos	Beams, side frames, plates
El Montecillo	Mar. 13	Aground	Bermuda	Leaking
Estonia	Mar. 7	Str. subm. object	Not stated	Bottom plating
Effingham	Mar. 14	Ashore	Ostend	Not stated
Easterner	Mar. 23	Ashore	Red Hook Flats	Floated, undamaged
Eugie	Mar. 23	Sunk	Thomas Point	Raised
Erissos	Mar. 15	Grounded	Arroyo Seco	Not stated
Estrella	Mar. 13	Ashore	Tacuani	Not stated
Ekaterina Inglessie	Mar. 28	Aground	Piraeus	Floated
Ethlyn A. McFadden	Mar. 24	Not stated	Apple River	Damaged
Emerald	Mar. 26	Explosion	Georges Banks	Sunk
Emanuel	Mar. 24	Ashore	Milford Haven	Towed
Ferncliff	April 5	Ashore	Red Sea	Not stated
Folly	Mar. 27	Collision	Colchester	Starboard side
Fionia	Mar. 30	Not stated	North Sydney	Bows, leak.
Guipuzcoa	Mar. 23	Ashore	Les Baleines	Not stated
Glenfinlas	Mar. 23	Disabled	Mobile	Plates and sundry dam.
Garth Castle	Mar. 26	Collision	Blackwall Point	Plates
Guipuzcoa	Mar. 26	Waterlogged	Balienes Ile de Re	Total loss
Harriet B	Mar. 24	Ashore	Camobello, N. B.	Total loss
Heinz Horn	April 1	Ashore	San Pedro de Macoris	Floated
Hokoku Maru	Mar. 24	Stranded	Aomori	Not stated
H. Houghton	April 11	Collision	River Rouge	Bow and side leaking
Hoogkerk Hamburg	Mar. 30	Collision	Not stated	Rail
Haabet	Mar. 31	Grounded	Landscrona	Floated
Illinois	Mar. 23	Struck bridge	Chicago	Cabins and upper works
Isabella Parmenter	Mar. 22	Collided with bridge	Newark Bay	Not stated
Indipendente	Mar. 10	Fire	Salonica	Considerable
Imlay	April 6	Struck rocks	Tampico	Not stated
Ingeren	Mar. 25	Ashore	Vatlestrommen	Bows, forepeak
Jameson	Mar. 15	Aground	Arroyo Seco	Not stated
John Francis Stuart	April 2	Aground	Light 36 Arlington	
Jonge Catharina	April 9	Collision	Flushing	Sunk
James M. Hudson	Mar. 1	Gale	Boston Light	Sunk
Juniata	Mar. 22	Disabled	Curacao	Towed
Jolly Marie	Mar. 27	Touched ground	Colchester	Undam.
Jan Van Rijswijk	Mar. 25	Collision	Not stated	Undam.
Keshena	Mar. 14	Touched bot.	Providence	Not stated
Kenosha	Mar. 31	Collided bridge	Sturgeon Bay	Considerable
Kamouraska	April 5	Aground	Cape Henry	Floated
Kearsarge	April 11	Aground	Chicago River	Not stated
Kelsomoor	Mar. 25	Fire	Nuevitas	Slight
Kirkwynd	Mar. 26	Collision	Antwerp	Above water line
Kemmendine	Mar. 18	Gale	Cape Spartel	Considerable
Lubrafol	Mar. 13	Collision	Northeast End Lightship	Starboard and plates
Leesburg	Mar. 19	Fire	Pier 38, N. River	Not stated
Lady Brenda	Mar. 28	Collision	Fourteen Foot Bank	Stem and bow plates
Laponia	Mar. 31	Ashore	Aalborg	Not stated
Lochaber	Mar. 23	Ashore	Sound of Islay	Forepeak
Luffworth	Mar. 26	Collision	Sloyne	Stem and plates
Lithium	Mar. 26	Collision	Sloyne	Not stated
Lunesdale	Mar. 27	Disabled	Rattray Head	Towed
Mosella	Mar. 17	Ashore	Brake	Floated
Marquette & Bessemer No. 2	Mar. 18	Ice	Conneaut	Blade
Modesta	Mar. 14	Aground	River Rosario	Not stated
Maweema	Mar. 30	Collision	Bay	Headgear and jib boom
Mazzini	Mar. 31	Ashore	Graciosa Island	Leak in hds. plating broken
Marsillia	Mar. 23	Ashore	Wingate Reef	Plates
Marie Schroeder	Mar. 26	Disabled	Hamburg	Leaking
Mongolia	Mar. 18	Struck pier	Not stated	Plates
Maria Matilde	Mar. 16	Disabled	Genoa	Machinery
Neville	Mar. 15	Collision	Rouen	Damaged
Negaunee	April 4	Fire	Cleveland	Plates
Notre Dame De Lourdes	Mar. 23	Fire	Usant	Sunk
Ontario	Feb. 24	Disabled	Fort de France	Leaking
Oregon	Mar. 25	Fire	Funchal	Cargo
President Adams	Mar. 6	Struck pier	Manila	Rails
Primo	Mar. 16	Waterlogged	Cape Race	Not stated
Port Angeles	Mar. 19	Ashore	Jefferson Head	Floated
Paris City	Mar. 13	Struck object	Barry Roads	Not stated
Point Arena	Mar. 14	Collision	Aberdeen	Above water line
Porto	Mar. 23	Ashore	Eastern Beach	Towed
Platea	Mar. 18	Disabled	Gibraltar	Engines
Puerto	Mar. 18	Collision	Rosario	Not stated
Rebecca C. Scott	Mar. 16	Aground	Mobile	Not stated
Romeo	Mar. 14	Collision	Holehaven	Floundered
Rey Alfonso	Mar. 24	Fire	Haugesund	Not serious
Rhesus	April 11	Collision	Suez Canal	Badly holed
River Fisher	Mar. 25	Ashore	Harwich Harbour	Not stated
Roche Castle	Mar. 24	Sank	Swansea	Not stated
Samoa	Mar. 30	Str. subm. object	Columbia River	Propeller
Seattle	April 1	Disabled	Seattle	Tail, line shafts
Stratbogie	Mar. 13	Fire	Midland, Ont.	Damaged
Soerakarta	Mar. 9	Ashore	Not stated	Total loss
Sunoco	Mar. 24	Aground	Port Arthur	Floated
Smaragd	Mar. 14	Collision	Off Flushing	Stem, forepeak leaking badly
St. Thomas	Mar. 15	Collision	River	Damaged
Steersman	Mar. 19	Collided	East Lane	Unknown
Sabine Sun	Mar. 28	Collision	Fourteen Foot Bk.	Slightly
Submarine S-44	Mar. 3	Struck rock	nr. Conanticut Is.	Bows and under water line
Scampolo	Mar. 16	Adrift	Capri Island	Not stated
Stuttgart	Not stated	Ashore	Plymouth	Nos. 1 and 2 holds leaky
Sobral	Mar. 24	Sank	Liverpool	Not stated
Savonia	Mar. 26	Collision	Antwerp	Above water line
Thyra	Mar. 18	Collision	Ambrose Channel Lightship	Sank
Tello	Mar. 13	Struck breakwater	Talbot	Bottom, leaking
Talma	Mar. 26	Fire	Calcutta	Slight
Trent	Mar. 26	Collision	Antwerp Roads	Slightly
Tuscany	Mar. 18	Collision	Rosario	Propeller blades
Teseo	Mar. 25	Collision	Genoa	Not stated
Thrope Grange	Mar. 30	Hvy. weather	Not stated	Damaged
Wearbridge	Mar. 12	Rgh. weather	Not stated	Deck and a boat
W. A. Hanson	Mar. 24	Fire	Ft. Rivington St.	Slight
Wesserling	Mar. 22	Disabled	Norfolk	Boiler tubes leaking
Wilhelmine	Mar. 18	Not stated	Concepcion	Considerable
Ualan	Mar. 29	Collision	River Scheldt	Starboard side
Valverde	Mar. 13	Disabled	St. Michael's	Leaking
Viking	Mar. 18	Hit rocks ashore	Fisher's Island	Total loss
Zebrena	Mar. 27	Ashore	Bell Wharf	Not stated
Yetajima Maru	Mar. 27	Collision	Not stated	Sank

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Marine Business Statistics Condensed

Record of Traffic at Principal American Ports for Past Year

New York

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925 ...	472	1,899,036	517	2,032,263
February	398	1,680,392	449	1,867,624
January	387	1,556,853	457	1,869,323
December	423	1,673,567	470	1,822,485
November 392		1,709,329	456	1,921,088
October	459	1,915,122	540	2,332,411
September	476	2,072,324	483	2,026,172
August	406	1,650,694	479	2,018,621
July	491	1,937,802	525	2,081,663
June, 1924	465	1,882,471	495	2,014,598

Philadelphia

(Including Chester, Wilmington and the whole Philadelphia port district)
(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	96	238,863	58	163,257
February	93	238,802	55	154,033
January	77	224,574	57	180,331
December	71	179,994	61	188,667
November	85	220,852	59	174,470
October	75	171,465	52	137,653
September	82	192,900	66	161,925
August	86	192,777	57	138,280
July	90	195,704	63	149,736
June, 1924	94	214439	75	179,939

Boston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	94	295,292	54	159,928
February	85	278,024	46	121,141
January	78	205,327	34	80,480
December	100	278,347	52	125,332
November	97	310,423	55	149,777
October	128	327,931	82	179,963
September	113	308,352	75	183,286
August	120	293,661	91	176,563
July	139	351,477	99	193,747
June, 1924	147	283,982	110	200,026

Portland, Me.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	29	96,263	27	88,408
February.....	21	72,642	24	83,393
January	23	65,910	23	65,218
December	30	86,088	29	78,076
November	15	26,281	12	19,616
October	11	12,506	15	24,551
September	19	42,910	16	34,813
August	24	52,400	25	54,739
July	18	43,926	22	49,365
June, 1924	20	34,631	19	31,911

Providence

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925....	11	43,757	7	28,136
February	12	37,995	13	41,669
January	12	38,395	11	39,717
December	9	36,259	11	40,624
November	11	45,232	8	37,967
October	6	16,071	8	14,522
September	7	20,038	5	21,937
August	7	21,863	5	18,916
July	8	27,747	7	28,730
June, 1924	5	21,873	4	10,456

Portland, Oreg.

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	15	56,297	26	90,025
February	13	51,236	21	81,438
January	19	71,880	23	86,518
December	17	64,756	29	115,186
November	27	105,529	36	137,696
October	24	92,077	43	159,017
September	26	97,923	36	128,205
August	22	78,722	31	118,526
July	11	45,451	22	84,195
June, 1924	20	72,801	20	104,309

Baltimore

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925 ..	115	344,937	112	322,580
February	103	323,817	79	250,369
January	90	282,299	79	250,369
December	105	326,907	99	291,043
November	105	325,934	97	305,601
October	101	297,822	118	355,500
September	94	282,861	100	289,324
August	90	278,346	105	329,470
July	106	318,585	106	318,182
June, 1924	117	339,212	104	298,765

Norfolk and Newport News

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	26	73,427	100	257,061
February	14	40,669	66	186,031
January	39	95,259	88	262,371
December	41	108,930	93	274,576
November	31	89,647	70	205,671
October	39	95,375	71	227,247
September	30	83,640	80	251,466
August	27	80,338	94	281,959
July	30	78,138	102	301,920
June, 1924	36	105,301	83	235,667

Savannah

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	40	101,403	37	91,135
January	33	90,730	33	91,062
December	40	109,496	40	113,538
November	36	109,623	39	115,168
October	35	101,689	31	93,380
September	34	94,422	36	100,903
August	25	71,138	25	68,527
July	23	56,548	25	64,981
June	29	77,096	25	66,483
May, 1924	36	94,106	35	92,503

Key West

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	88	105,841	87	115,285
February	77	94,214	77	96,890
January	75	100,350	71	96,815
December	77	90,316	72	83,706
November	90	101,387	84	102,408
October	75	92,284	72	89,364
September	84	103,588	83	98,063
August	81	93,805	82	94,682
July	94	110,228	91	106,127
June, 1924	54	65,770	58	71,102

Mobile

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	97	215,386	91	197,950
February	93	192,722	82	184,575
January	84	192,722	82	184,575
December	84	165,352	80	165,325
November	80	169,400	73	156,327
September	80	176,416	71	160,717
August	75	145,597	73	147,681
July	77	161,386	81	166,218
June, 1924	90	196,589	73	164,783

Seattle

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	39	168,567	39	157,419
February	31	124,870	30	129,648
January	39	169,458	36	145,663
December	36	164,991	45	181,849
November	40	203,891	45	194,766
October	45	175,725	48	198,037
September	48	193,049	41	168,594
August	35	149,904	41	179,108
July	35	156,626	47	197,330
June, 1924	50	211,828	45	175,319

New Orleans

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925..	178	435,135	170	433,675
January	253	731,964	264	738,164
December	277	776,064	257	735,100
November	247	713,667	250	735,984
October	267	757,738	279	768,630
September	248	677,631	237	640,301
August	247	645,151	252	676,881
July	241	650,671	250	687,005
June	240	622,326	223	588,554
May, 1924	260	703,950	264	696,397

Houston

(Cargo tonnage)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
December, 1924.	99	39,568	102	154,455
November	101	36,016	95	233,436
October	..	34,945	...	192,986
September	94	50,710	90	171,229
August	82	66,665	84	114,966
July	59	77,062	57	288,417
June	65	74,794	72	336,312
May	72	64,937	71	362,350
April	78	76,466	73	337,757
March, 1924 ...	88	113,064	87	411,715

Galveston

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
February, 1925.	56	140,065	90	277,751
January	67	188,781	110	337,882
December	63	190,311	107	341,705
November	100	342,472	126	408,277
October	77	238,918	120	386,412
September	65	189,293	112	350,173
August	61	177,941	87	268,774
July	52	147,279	58	172,847
June	41	133,079	55	170,181
May, 1924	58	148,758	69	200,846

Los Angeles

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925 ...	131	359,572	113	281,749
February	..	.....	...	.....
January	127	312,248	115	259,345
December	153	343,151	118	276,302
November	195	310,425	121	223,778
October	156	290,697	184	285,871
September	128	333,989	136	277,479
August	96	301,744	76	239,441
July	96	337,767	74	275,993
June, 1924	102	307,659	67	258,827

San Francisco

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925...	129	542,912	139	669,367
February	117	443,749	124	454,699
January	119	446,477	126	454,303
December	59	231,805	83	314,541
November	73	251,022	82	318,615
October	64	234,894	72	243,898
September	67	225,161	65	220,507
August	61	219,133	65	230,938
July	49	179,671	72	232,262
June, 1924	54	188,984	57	196,854

Port Arthur

(Exclusive of Domestic)

Month	—Entrances— No. ships	Net tonnage	—Clearances— No. ships	Net tonnage
March, 1925 ...	38	95,977	45	110,248
February	32	95,537	19	44,376
January	34	100,449	33	85,261
December	34	101,609	41	122,869
November	32	107,737	32	90,726
October	47	144,763	54	159,034
September	42	120,636	38	105,700
August	42	116,626	32	89,698
July	47	130,595	47	115,750
June, 1924	54	146,819	43	131,654

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What the British Are Doing

Short Surveys of Important Activities in Maritime Centers of Island Empire

A SPECIAL deputation of traders waited upon railway representatives at the Railway Clearing House, London to urge a reduction in the dock dues on ships and merchandise from 60 per cent above prewar to 50 per cent, and in the coal tipping charge from 4½d to 4d per ton. The railway representatives expressed their desire to make concessions, but said they were unable to do so in view of the increase in the wages of dock laborers since the last concession was made, and the further claims confronting them for wage increases.

* * *

PRESIDING at the annual meeting of the Cunard Steamship Co., Ltd., at Liverpool, the chairman, Sir. Thomas Royden, said that their steamers and shipping investments were shown at £18,434,919 as against £17,936,805 last year. The increase was due to further payments to shipbuilers on account of new steamers. On the whole, travel from the United States to Europe was somewhat greater than last year. The tonnage operating in the Atlantic and Mediterranean services was 434,000 and if they included the tonnage owned by and building for the associated lines the total exceeded 1,000,000 tons.

THE Great Western railway reports that during March both the general cargo and the coal trades of the South Wales port showed improvement as compared with the opening months of the year. At Port Talbot a record tonnage was dealt with during the week ended March 8, the quantity of traffic handled being nearly 80,000 tons.

* * *

JAMES LITHGOW, of Port Glasgow, ex-president of the Shipbuilding Employers' federation addressing the commercial committee of the house of commons on shipbuilding difficulties said that before the war British ships were responsible for 52 per cent of the carrying trade of the whole world. Right up to the war Great Britain built practically the whole of British shipping and 60 per cent of the whole world's shipping. Neutral countries were increasing their prewar output while Great Britain maintained only half of the former output.

The present percentage of unemployment was 33 per cent or ten times the highest prewar figure. The causes of unemployment were the decline of naval building, the general depression in trade and the greater competition in shipbuilding for such work as was available. The trade was hampered very much by the fact that British shipbuilding working hours were 47 per week, German hours 54, and Dutch hours at Rotterdam 55½. Wages of skilled timeworkers in Germany were 31 per week as against 47 in Great Britain and in Holland they were a little over £2 per week. British pieceworkers wages were £4 per week as against £2 in Germany and £2 10s in Holland. He believed that Great Britain had still a decided advantage in management, in scientific attainment and in skill and British yards were as up to date as any in the world.

* * *

THE president of the board of trade replying to a question as to why orders for five motor boats for Furness Withy & Co. had been placed abroad by that concern said that the explanation was that British quotations ranged between £60,000 and £100,000 in excess of the German prices. The earliest delivery mentioned in the case of the German quotation was ten months and in the case of the British 14 months. The contracts were offered to British shipbuilders at £10,000 per ship in excess of the German price. Furness Withy did not feel they could do more.

What's Doing Around The Lakes

IN MID April the Goodrich Transit Co.'s CITY OF HOLLAND replaced the ILLINOIS on the run from Chicago to Benton Harbor, St. Joseph and Holland and the ILLINOIS in turn supplanted the ALABAMA on the run to Muskegon and Grand Haven. The ALABAMA went into drydock at Manitowoc to he repainted and fitted out with its summer wheel.

* * *

The Peninsula & Northern Navigation Co., Milwaukee, has chartered the ARIZONA of the Goodrich Transit Co. for service between Milwaukee and Muskegon until Sept. 15. The UNITED STATES, which is owned by the Peninsula & Northern company and will share the run with the ARIZONA, has been docked at Manitowoc. Capt. John C. Crawford, a Goodrich officer, who was on the INDIANA last year, is commanding the ARIZONA this year. Frank Shaw continues as chief engineer.

* * *

The KEARSARGE, laden with twine and implements from the Deering works of the International Harvester Co., went aground in the north branch of the Chicago river, April 12, and for two days prevented the closing of the Fullerton avenue bridge.

* * *

The Illinois legislature at Springfield has approved a bill increasing the bonding power of the Chicago sanitary district $24,000,000. Bonds to this sum are to be issued shortly, it is stated, to provide an early start on the sewage disposal work made mandatory by Secretary of War Weeks in return for not shutting off perceptibly the Lake Michigan flow into the Chicago drainage canal at this time.

* * *

A Chicago boat, the HARVESTER, owned by the Wisconsin Steel Co., was the pathfinder through the Soo locks this spring. It locked through on April 12. The first ore cargo to reach Chicago this spring came in the HYDRUS to the Federal furnace plant in South Chicago.

* * *

Transshipment between Chicago and Montreal will be made unnecessary by establishment of through service by the Rutland-Lake Michigan Transit Co. Package freight and passenger service is assured, but heavy freight service de-

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pends on guarantees of middle western shippers.

* * *

BOLLAND & CORNELIUS, operating one of the finest fleet of bulk freight carriers on the Great Lakes, is the first steamship company operating ships out of Buffalo to install a Kolster radio compass. The installation is being made on the steamer HARRY YATES at the yards of the Buffalo Dry Dock Co.

* * *

Senator William Alden Smith, chairman of the board of the Goodrich Transit Co., and Mrs. Smith, and H. W. Thorp, president of the company, and Mrs. Thorp, spent most of March in Florida.

WILLIAM F. ARDERN, vice president and general superintendent of the Milwaukee-Western Fuel Co., has been re-elected president of the Milwaukee Rivers and Harbors association, composed of owners of dock properties who are seeking to promote the development of the inner and outer harbor and combat the lowering of the Great Lakes level by reason of excessive use of water by the city of Chicago. Charles L. Dunlop, general agent of the Goodrich Transit Co., is vice president, and Elmer C. Striebel, of the Milwaukee-Western Fuel Co., is secretary and treasurer.

* * *

The steamer T. J. DRUMMOND opened navigation April 14, coming in with a cargo of steel rail from Sault Ste. Marie. The opening is a week earlier than last year.

* * *

The Detroit & Cleveland Navigation Co. has arranged to dock its boats on the Detroit-Chicago run at the municipal pier. Tri-weekly service will be provided by the WESTERN STATES and EASTERN STATES, formerly on the Detroit-Cleveland and before that on the Detroit-Buffalo run, between June 25 and Sept. 5. Sailings are scheduled from the municipal pier on Thursdays, Saturdays and Mondays at 12:30 p.m. Mackinac Island will be made at 9 a.m. the day after leaving Chicago and Detroit at 8 a.m. the second day.

Ocean Freight Rates

Per 100 Pounds Unless Otherwise Stated

Quotations Corrected to April 20, 1925 on Future Loadings

NOTE: FREIGHT RATES STEADY WITH SLIGHT CHANGE FOR GRAIN

New York to	Grain	Provisions	Cotton (H. D.)	Flour	General cargo cu. ft.	General cargo 100 lbs.	††Finished steel	REMARKS Freight Offered
Liverpool	1s 6d‡	$0.50	$0.30 to 0.45	0.20	$0.40	$0.75	$7.00T	Fair
London	1s 6d‡	0.50	0.45	0.20	0.40	0.75	7.00T	Fair
Oslo	$0.16	0.45	0.40	0.27	0.42½	0.85	7.00T	Very poor
Copenhagen	0.16	0.45	0.50	0.26	0.42½	0.85	7.00T	Very poor
Hamburg	0.14	0.35	0.38½	0.20	0.37½	0.75	8.00T	Fair
Bremen	0.14	0.35	0.38½	0.20	0.37½	0.75	8.00T	Fair
Rotterdam and Amsterdam	0.15	0.32½	0.40	0.20	0.35	0.70	7.50T	Fair
Antwerp	0.13	0.32½	0.35	0.20	0.35	0.70	7.50T	Fair
Havre	0.14	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Bordeaux	0.14	0.50	0.35	0.27½	0.40	0.75	8.00T	Poor
Barcelona	0.20 to 0.25	12.00T	0.30	10.00	—12.00T—		10.00T	Fair
Lisbon	0.20	0.65	0.40	7.00T	—20.00T—		7.00T	Fair
Marseilles	0.18	0.55	0.30	6.00	—20.00T—		5.00T	Fair
Genoa	0.17½	12.50	0.40	8.25	—20.00T—		10.00T	Fair
Naples	0.17½	12.50	0.40	8.25	—20.00T—		10.00T	Fair
Constantinople	0.27	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Alexandria	None	17.00T	0.75	0.32½	—20.00T—		9.00T	Fair
Algiers	0.21	0.75	0.75	0.40	—20.00T—		7.00T	Very Slow
Dakar	None going	15.00	....	12.50T	—21.00T—		10.50T	Fairly well
Capetown	10.00T	16.00	....	12.00T	—16.00T—		11.00T	Very Good
Buenos Aires	....	18.00 to 20.00T	....	....	18.00 to 20.00T†		8.00 to 8.80T	Fair
**Rio de Janeiro	....	21.50 to 23.50T	....	11.25 to 12.50T	19.00 to 21.00T†		7.00 to 7.70T†	Fair
Pernambuco	....	22.00T	....	9.50T	—22.00T—†		9.70T†	Fair
Havana	0.22½ to 0.27½*	0.42½*	....	0.22½*	0.54*	1.08*	0.20*	Fair
Vera Cruz	0.25	0.40	0.45	0.25	0.52½	1.05	0.30 to 0.35	Fair
Valparaiso	....	1.07	....	0.70	0.45	0.80	10.00T	Fair
San Francisco	....	0.40 to 0.70	....	0.50 to 1.10	....	2.50	0.55 to 1.00	Very Good
Sydney	....	18.00T	2.50	18.00T	18.00-24.00T		9.00-12.00T	Fair
Calcutta	....	16.00T	0.60	12.00T	—16.00T—		10.00T	Fair

T—Ton. ‡Per quarter of 480 lbs. †Landed. ††Heavy products limited in length. *Extra charge for wharfage.
**Plus $1.00 surcharge on all rates to Rio de Janeiro on account of congestion.

From North Pacific Ports to	Lumber Per m. ft.
San Francisco	$5.00
South California	5.00 to 6.00
Hawaiian Islands	10.00 to 12.00
New Zealand	17.00 to 20.00
Sydney	14.00 to 15.00
Melbourne-Adelaide	14.00 to 15.50
Oriental Ports	7.00 to 9.00
Oriental Ports (logs)	12.00 to 13.50
Peru-Chile	12.00 to 14.00
South Africa	17.00 to 18.00
Cuba	14.00 to 16.00
United Kingdom	80s to 90s
United Kingdom (ties)	70s to 80s
Baltimore-Boston range	$14.00 to 15.00
Baltimore-Boston range (ties)	Not quoted
Buenos Aires	14.00
Flour and Wheat	
U. K. and Continent (gross ton)	33s 9d to 36s 3d

Principal Rates To and From United Kingdom

	s	d		s	d
Grain, River Plate to United Kingdom	16	0	Pig iron, United Kingdom to New York or Philadelphia	14	0
Coal, South Wales to Near East	11	3	Iron ore, Bilbao to Cardiff	6	3
Coal, United Kingdom to Buenos Aires	16	3	Iron ore, Huelva to Phila. or Balto	11	0
Manganese Ore, Poti to Philadelphia	$3.35				

Bunker Prices

At New York

	Coal alongside per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.25@6.50	$1.41½	$4.63@5.42
April 8	4.50@6.50	1.66½	5.51
July 21	4.50@6.25	1.81½	5.15@5.65
Dec. 22	5.25@6.05	1.86½	5.15@5.50c
Jan. 20	5.25@6.05	1.86½	5.50c
Feb. 18	5.25@6.05	1.86½	5.50c
Mar. 17	5.00@6.25	1.86½	6.00@6.50c
April 20, 1925	5.00@6.00	1.86½	5.50

At Philadelphia

	Coal trim. in bunk per ton	Fuel oil alongside per barrel	Diesel oil alongside per gallon
Jan. 9, 1924	$5.50@6.30	$1.415	3.86c
April 8	4.85@5.85	1.955	5.41@5.65c
July 21	4.85@6.00	1.945	5.40
Dec. 22	5.25@5.80	1.865	5.15c
Jan. 20	5.25@5.80	2.06	5.41@5.65
Feb. 18	5.25@5.80	2.10@2.25	5.9@6.9
Mar. 17	5.05@5.82	2.06½@2.31	6.10@6.15
April 20, 1925	5.00@6.00	1.95@2.06½	5.65½

Other Ports

Boston, coal, per ton	$6.74
Boston, oil, f. a. s., per barrel	$1.87
Hampton Roads, coal, per ton, f.o.b., piers	4.35-4.75
Cardiff, coal, per ton	15s 9d
London, coal, per ton	22s 6d
Antwerp, coal, per ton	22s 0d

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New Trade Publications

BEARINGS MATERIAL—A slow-wearing material produced by combination of several metals which has been developed by J. E. Loudon & Co., Boston, is described in a current booklet that tells of the tests which led to its adoption and the results it has shown when in service in bearings.

MANGANESE STEEL—A circular by the American Manganese Steel Co., Chicago Heights, Ill., might serve as a tabloid textbook on manganese steel. It contains a list of nearly all the uses for this steel so far developed and a catechism on the nature and properties of the material.

CRANES—Various types of cranes and hoists for many purposes in industry are presented briefly in a bulletin by the Shepard Electric Crane & Hoist Co., Montour Falls, N. Y.

BRASS DATA—The sixteenth in its series of data books has been issued by the Bridgeport Brass Co., Bridgeport, Conn. It offers 48 pages of tabular information of value to users of brass products.

GENERATING SETS—Direct current direct connected generating sets manufactured by Engberg's Electrical & Mechanical Works, St. Joseph, Mich., are presented in a bulletin just issued by that company.

PUNCH RIVETERS—Illustrations and text descriptive of the punch riveter manufactured by the Hanna Engineering Works, Chicago, are presented in a booklet issued by that company. The anatomy of the riveter and illustrations showing the variety of positions in which it can be applied to the work make clear its application to various classes of punching and riveting.

ROTARY PUMPS—Cycloidal rotary pumps for handling oils, chemicals, tar and similar materials are described in detail by a bulletin by the Connersville Blower Co., Connersville, Ind.

FIRE BRICK—Details of compounding and baking refractory brick are related in a leaflet by the Ashland Fire Brick Co., Ashland, Ky.

PUMPS—Verse is the medium by which the F. E. Myers & Bro. Co., Ashland, O., tells of the varied types of pumps in manufactures, in a booklet which indicate faith of the makers that married life will be happier if these pumps are used in every possible place.

BALL BEARINGS—Lowering maintenance expense by the use of ball bearings is the text chosen by the New Departure Mfg. Co., Bristol, Conn., in a bulletin paying especial attention to the savings in electric motors.

PYROMETERS—Practically a textbook on pyrometry, the Republic Plow Meters Co., Chicago, has compiled a catalog of its heat measurement devices. In addition to its presentation of the subject the book is handsomely conceived and executed with a wealth of data and illustrations of the pyrometers, their parts and installations.

BRIDGEPORT DATA BOOK NO. 16—This little booklet of 48 pages contains a valuable general description of the method used in making copper and brass tubing and rods and sheet, the sizes, thickness and rates are given in various tables. How any material should be ordered is also covered. A very useful little book for the engineer whether afloat or ashore.

AUTOMATIC SPRINKLER—The Grinnell company in their April bulletin has particularly featured automatic sprinkling devices for docks, piers and water front property. This bulletin is therefore of particular interest to marine men. It is fully illustrated showing the water front properties of Galveston.

MARINE PLUMBING—The A. B. Sands & Son Co., 24 Vesey street, New York have issued a new bulletin for 1925. This bulletin contains the description of a great variety of marine plumbing fixtures. It is fully illustrated. Different illustrations are identified by special numbers. Any one interested in completely outfitting any vessel will find this catalog valuable.

FORGE STEEL PIPE FLANGES—The American Spiral Pipe Works has just issued a very well prepared catalog fully illustrated of 86 pages on their foge steel pipe flanges. Descriptions of the drilling for flanges, pipe dimensions and dimensions on flanges have all been very thoroughly covered. An important section of this catalog is devoted to an illustrated description of the manufacture of American Pipe Works corrugated furnaces for marine boilers. This section will be of particular interest to ship builders and ship repair yards.

Business News for the Marine Trade

Edgewater Boat Repair Yard, Edgewater, N. J., has been incorporated with $10,000 capital to repair and build boats by Eustis James Baldwin of Union Hill, and Harvey Smith, Astoria, L. I. Leopold Bleich, New York, is attorney.

Detroit-Port Huron Steamship Co., Detroit, has been incorporated with $60,000 capital to operate boats on the Great Lakes, by Charles A. Gadd, James Degan and E. J. Crowells, 1200 Washington boulevard, Detroit.

Coast Dredging Co., Daytona, Fla., has been incorporated with F. A. Root president and A. E. Connelly secretary.

New England Boat Works, Mianus River Bridge, Riverside, Conn., has been incorporated to take over a boat building plant with a similar name and continue its operation.

Traders Steamship Corp. has been incorporated with $25,000 capital by T. F. Burke, C. P. Carlson and H. E. Hansen, of New York. White & Case, 14 Wall street, are attorneys.

Gravesend Marine Railways, New York, has been incorporated with $6000 capital to operate a storage dock for vessels, by D. A. Mitchell, G. D. MacLaren and F. Kay. Eiches, Goldwater & Flynn, 63 Wall street, are attorneys.

Marine Ways Machine Co., St. Petersburg, Fla., J. W. Appley president, 236 Seventh street, is building an addition to its shops 35 x 200 feet to increase output.

Abe Sampson, president of the Sampson Machine & Supply Co., Chartres street and Magnolia avenue, is interested in the proposed establishment of a steamship line between Houston and Corpus Christi, Texas.

Thompson Propeller Corp., Fairhaven, Mass., has been incorporated with $50,000 capital to manufacture propellers, by Milton D. Thompson and Arthur Yates of Fairhaven, Julian Burgess, Roy A. Jenkins and Frederick Kavolsky of Fall River, Mass., and Milton D. Thompson Jr. of Fairhaven.

The Linde Air Products Co., New York, countrywide manufacturer and distributor of oxygen for welding and cutting, has recently opened the following new district sales offices: 716 First National Soo Line building, Minneapolis, C. E. Donegan district sales manager; 409 Lincoln Life building, Birmingham Ala., W. A. K. Kopp district sales manager; 508 Exchange National bank building, Tulsa, Okla., G. D. Grubb district sales manager. Local oxygen sales activity and the extension of Linde Process Service for Linde oxygen customers, as well as the sale of Prest-O-Lite dissolved acetylene will be handled by these offices for their respective territories. The Linde company also announces the appointment of J. W. Foster as district sales manager at Baltimore. Prior to this appointment Mr. Foster was a senior salesman in the Pittsburgh Linde district.

Ford Plate Glass Co., Toledo, O., has bought 1700 feet of frontage on the Maumee river, from its present property to the Baltimore & Ohio railroad docks, giving it three-quarters of a mile of river frontage. Revetment and filling are to be undertaken.

Unit Navigation Co., formerly the Sunco System, has been organized with $10,000 capital and has leased the large Mississippi river dock built at St. Louis, during the war at a cost of $200,000, from the Inland Waterways Corp., which operates the Mississippi-Warrior Barge Line. The Unit company will build towboats and steel barges immediately. It has received permission from the Missouri finance department to sell its securities.

Paulsboro Hog Island Ferry Co., Paulsboro, N. J., has been incorporated to operate a transportation line with $500,000 capital by J. Howard Coombs, Frank L. Pote and W. C. Turner. S. R. Leap, Camden, N. J., is attorney.

New River Transit Co., Charleston, W. Va., has been incorporated with $50,000 capital by M. L. Parker of Mount Hope and E. F. Cochran of Charleston.

New York Central railroad will make extensive improvements to the Ohio Central docks at Toledo, O. A concrete dock 1500 feet long will be constructed south of Cherry street, and large coal loading machines will be erected, completely electrically operated.

North Shore Dredging & Dock Co., New York, has been incorporated with $100,000 capital by D. T. Howell, J. J. Moran and P. B. Pray. S. K. Fuller, 38 Park Row, is attorney.

Cowles-Matton Barge Canal Dry Dock has been incorporated at Buffalo, with $100,000 capital by B. L. Cowles, and J. E. Matton. J. A. Stone, Buffalo, is attorney.

A seawall at New Orleans, from West End to Seabrook, will be built by the city, a bond issue of $5,000,000 being authorized.

New wharves at New Orleans include one on the industrial canal to cost $1,800,000, nearly completed; the United Fruit Co. wharf, $1,000,000, now being built; Canal street ferry house, viaduct and wharf, $700,000 and improvements at the public coal and bulk commodity handling plant.

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